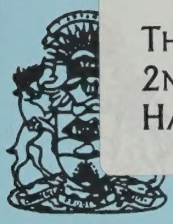
URBAN/MUNICIPAL
CA4 ON HBL A05
CSITG
1995

AGENDA OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

JUNE 19, 1995

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1995



THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

URBAN MUNICIPAL

JUN 19 1995

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 June 19
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   Parking on East 27th Street
   Mr. Alvin Sexton
   (tabled from 1995 May 15th meeting)

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) **PUBLIC WORKS**

(i) Partial Closure of Mt. Albion Road

(ii) Revising Residential Garbage Pick Up Routes

(iii) Landscape Advertising

(iv) Upper Gage Avenue, West Side from the Freeway to Stone Church Road Sufficiently Signed Petition Against Construction of Sidewalks, Section 12, Local Improvement Act

(b) **TRAFFIC**

School Crossing Guard
Trevi Road/Greenshire Drive and
Upper Paradise Road, Rice Avenue and Sanatorium Road
(tabled 1995 February 6)

4. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(a) Earthsong

(b) Erosion and Sediment Control Guidelines for Hamilton Harbour Wasteland and Region of Hamilton-Wentworth (Presentation)

(c) Modification of Sidewalk/ Curb Configurations in Subdivisions - 1995

(d) SWARU - 5 Day a Week Operation vs. 7 Day a Week Operation

(e) Ridge Street - Petition for Closure

5. **DIRECTOR OF PROPERTY**

Offer to Purchase -
Part of 26 Ewen Road, Hamilton - Sale to Union Gas Limited

6. **OTHER BUSINESS**

7. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Intersection Control Highridge Road and Swan Street	1995 February 6	Alderman D. Agostino	Tabled for Delegation
5.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
6.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back

Kevin C. Christenson, Secretary
1995 June 19

1 (a)

CITY OF HAMILTON

- INFORMATION -

DATE: 1995 June 8
File No: TEC-163-95 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East 27th Street between Halam Avenue and Mackenzie Road - Parking Regulations/Parking Permits

BACKGROUND:

At the 1995 March 6 and 1995 May 1 meetings of the Transport and Environment Committee, residents of the townhouses on the west side of East 27th between Mackenzie Road and Halam Avenue appeared before the Committee with concerns about the "Permit Parking" regulation on the east side of the street in front of the single family homes, and the fact that residents of the townhouses are not eligible for parking permits to exempt their vehicles from this regulation. At the 1995 May 1 meeting, staff was directed to report back respecting these matters, as well as the effects that the redevelopment plan for the townhouses will have on the off-street parking situation for this development. Staff has reviewed these matters, and has the following report:

1. **Redevelopment/Off-Street Parking**

The townhouses are located on the west side of East 27th between Halam and Mackenzie, and were the subject of development application DA-94-32 in 1994. The applicants, Halam Park Cooperative Inc., submitted that the existing 96-unit townhouse development had no formalized parking arrangements on the site other than some gravelled parking areas which provided approximately 58 spaces (0.6 parking space per unit). They also indicated that their current demands were only for approximately 29 parking spaces (0.3 spaces).

The changes proposed by the development application would decrease the number of townhouse units from 96 to 94 with a cooperative office utilizing two previous townhouse units. Parking will also be provided at a ratio of 1.0 space per unit plus four parking spaces for the cooperative office such that a total of 98 off-street parking spaces will be provided on this property. The applicants have indicated that, based on their assessment, this amount of off-street parking will exceed their

requirements. Additional off-street parking spaces could be provided on the property if required.

In view of the above, it is apparent that more than adequate off-street parking will be provided for this development.

2. **Existing On-Street Parking Regulations**

East 27th between Halam and Mackenzie has a 28-foot pavement width, and presently, there is a "No Parking" regulation on the west side of the street in front of the townhouse development and there is a "Permit Parking" regulation on the east side of the street in front of the single family homes. The "Permit Parking" regulation was implemented in October 1994, as a result of a petition signed by representatives of all 12 of the one, two, and three family dwellings abutting the east side of the street in this block. 13 of the available 14 parking permits have been issued to residents of the single family homes.

It has been suggested that the "Permit Parking" regulation be switched to the west side of the street adjacent to the townhouses, and that the residents of the townhouses be allowed to obtain parking permits to exempt their vehicles from this regulation.

The City of Hamilton Traffic By-law specifies that permits may be issued only to residents of one, two and three family dwellings, and since townhouses are considered to be "multiple dwellings" the by-law does not permit the issuance of permits to residents of this development. The question of townhouses being "multiple dwellings" has been raised, and one of the delegations expressed concern that these townhouses are not "multiple dwellings" as "each townhouse has its own street number as well as its own front and back entrances". However, while the Traffic By-law does not provide a definition of a one, two and three family dwelling, townhouses are considered by the Zoning By-law to be "multiple dwellings" and as such, are required to provide off-street parking at the "multiple dwelling" rate.

In this particular case, as previously noted, there is adequate off-street parking for the townhouses, and therefore, it would only be a matter of convenience rather than necessity to allow the townhouse residents to park in the on-street "permit parking" area.

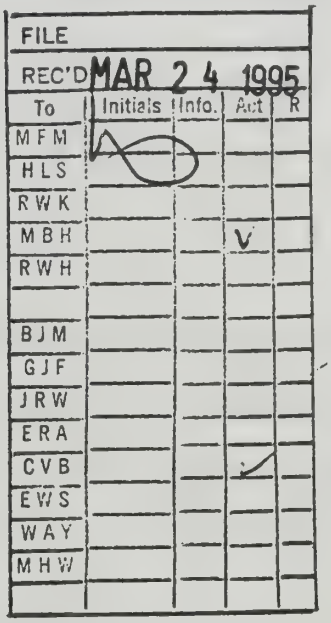
Furthermore, in this particular case, it is appropriate from a traffic point of view to retain the parking on the east side of the street and to prohibit parking on the west side because of the curve in the road on East 27th at MacKenzie, and to be consistent with the parking regulations in the block to the south.

MH/jd

200-018

422 East 27th Street
Hamilton, Ontario
L8V 3G7

March 24, 1995



Mr. Marty Hazell
Director, Traffic and Parking
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

We, the undersigned abutting residents of the West Side of East 27th Street, respectfully submit our petition requesting the members of the Transport and Environment Committee of the City of Hamilton to provide a fair solution to the parking conflict on East 27th Street, between Mackenzie Road and Halam Avenue.

We, the undersigned, are resident members of Halam Park Cooperative, and fall under the designation of "Townhouse Dwelling" as defined in the zoning by-law, definition 2.(2)A.(viib). Each townhouse has its own street number as well as its own front and back entrances. We do not fall under the "Multiple Dwelling" designation as defined in definition 2.(2)A.(viii) of the same by-law.

We are fully in our rights to submit the attached petition for serious consideration by your Committee.

Signatures on the attached petition represent 90% of all residents on the West Side of East 27th Street.

We desire to share East 27th Street with our neighbors on the East Side. We feel that the attached petition is a fair compromise for all parties concerned.

Throughout the day, **East 27th Street is bare of vehicles on both sides of the street. This is inhumane and unacceptable. We would like to park on our own street.** This is the submission we leave with the Committee.

We look forward to a prompt solution. Please respond in writing at your earliest convenience.

Respectfully submitted,

Alvin J Sexton

Alvin J Sexton
Chair, Parking Committee
Halam Park Cooperative

INFORMATION INSERTED ON THIS PETITION BECOMES PUBLIC INFORMATION IN ACCORDANCE WITH THE MUNICIPAL FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

PETITION TO THE TRANSPORT AND ENVIRONMENT COMMITTEE OF THE HAMILTON CITY COUNCIL

We the undersigned abutting residents of EAST 27TH ST (street/avenue/etc.) hereby petition the City of Hamilton to erect REPLACE ~~REMOVE~~ THE EXISTING 'PERMIT PARKING' REGULATION WITH A 'NO PARKING' REGULATION ON THE EAST SIDE OF THE STREET AND REMOVE THE EXISTING 'NO PARKING' REGULATION FROM (requested regulation) ~~signs on~~ the WEST (north/south/east/west) side(s) of EAST 27TH ST (street/avenue/etc.) between

HALAM AVE. and MACKENZIE RD.

NOTE: One signature per address is sufficient. Signatures should be obtained from as many addresses as possible, and in any case, from a minimum of two-thirds of abutting addresses. Each person signing should indicate his/her opinion in one of the last 3 columns.

Name	Address	Telephone	Agree with Request	Oppose the Request	Have No Opinion
Evelyn Reid	420 East 27th St	385-9442	yes		
Fuad Kabak	418 east 27th st	388-6714	Yes		
JOSEPH KABAK	418 east 27th st.	388-6714	Yes		
Doreen Page	414 East 27th	388-8770	yes		
WAYNE Page	414 East 27th	388-8770	YES		
Steve Page	414 East 27th	388-8770	YES		
Debbie Farraway	412 East 27th	389-8574	YES		
Steph Farraway	412 EAST 27th	389-8574	YES		
Kaaj Grayme	382 East 27th St	383 7516	Yes		
Kaaj Tadeus	382 East 27th St	383 7516	Yes		
H McMellon	360 EAST 27TH	388-1562	YES		
L Augustino	360 East 27th	3881562	yes		
Bernadette Duval	394 East 27th	383 9946	yes		
Randy Turel	394 EAST 27th St.	383-9946	YES		

Information in this form is to be utilized solely for the purpose of determining whether or not a majority support the requested regulation and is maintained in accordance with the Municipal Freedom of Information and Protection of Privacy

INFORMATION INSERTED ON THIS PETITION BECOMES PUBLIC INFORMATION IN ACCORDANCE WITH THE MUNICIPAL FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

PETITION TO THE TRANSPORT AND ENVIRONMENT COMMITTEE OF THE HAMILTON CITY COUNCIL

We the undersigned abutting residents of EAST 27TH ST. (street/avenue/etc.) hereby petition the City of Hamilton to ~~erect~~ REPLACE THE EXISTING 'PERMIT PARKING' REGULATION WITH A 'NO PARKING' REGULATION (requested regulation) ON THE EAST SIDE OF THE STREET AND REMOVE THE EXISTING 'NO PARKING' REGULATION FRIM signs on the WEST (north/south/east/west) side(s) of EAST 27TH ST. (street/avenue/etc.) between

HALAM AVE and MACKENZIE ROAD.

NOTE: One signature per address is sufficient. Signatures should be obtained from as many addresses as possible, and in any case, from a minimum of two-thirds of abutting addresses. Each person signing should indicate his/her opinion in one of the last 3 columns.

Name	Address	Telephone	Agree with Request	Oppose the Request	Have No Opinion
Donna Sexton	422 E. 27th St	387-6260	yes		
Alan J Sutt	422 EAST 27TH ST	387-6260	YES		

Information in this form is to be utilized solely for the purpose of determining whether or not a majority support the requested regulation and is maintained in accordance with the Municipal Freedom of Information and Protection of Privacy

3(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 13

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Director Of Public Works

SUBJECT: Partial Closure of Mt. Albion Road

RECOMMENDATION:

That the Director of Public Works be authorized to close one lane of Mt. Albion Road, in the escarpment crest area for a period of five (5) days from July 10 to July 14, 1995 to facilitate guard rail replacements.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The guard rails on Mt. Albion Road in the vicinity of the escarpment crest are in imminent danger of failure. From a financial perspective the replacement of the damaged and failing guard rails will be funded within the scope of the Streets Division Current Budget for guard rail maintenance. Projected costs are $15,000.00.

The guard rails are failing due to damages from motor vehicle impacts and moderate slope slippage adjacent to the road shoulder. The guard rail replacement approach that staff will use is the least cost method of materials reutilization and reinstatement of existing rail locations necessary to meet previous safety conditions.

From a legal and staffing perspective the temporary, partial road closure will provide the safest working conditions for the employees undertaking the work.

BACKGROUND:

In the past few months there have been several motor vehicle collisions with the guard rails along Mt. Albion Road. These collisions have hastened the failure of the rails in addition to the impact of modest ongoing slope slippage adjacent to the road shoulders.

Guard rails require replacement on the east side of the road for approximately 100 metres. Staff intent to reinstate as much of the existing rail as possible in its existing location. Due to the steepness of the adjacent slopes and lack of wide road shoulders there is little alternative to replacing the rails in the suggested format without significant capital investments in slope stabilization and land filling into the wooded toe-of-slope.

Recognizing that the future of the proposed north/south portion of the Red Hill Creek expressway may impact upon the portion of Mt. Albion Road on which the repairs are scheduled, then the proposed work is a reasonable solution.

The partial road closure will involve the installation of temporary traffic signals above and below the work zone. The signals will facilitate the closure of one lane of the road to allow its use as a safe work zone. Traffic flow in both directions will continue at a reduced rate, in one direction only at a time, regulated by the temporary signals.

The work is estimated to take five (5) working days from 8:00 am to 3:00 pm. The lane closure and resultant traffic flow slow down will be advertised through local media and signage on site for one (1) week prior to the work commencement.

CFE/nb

c.c. G. Aston, Director, Programming & Development,
Transportation/Environmental Services
C. Gibbs, Superintendent Of Streets & Sanitation

Schedule 'A'


A
A
A
Area of 5 day single lane restriction
MOUNT ALBION RD.
MOUNT ALBION ROAD
MUD ST.
HAMILTON CITY LIMITS
HAMILTON CITY LIMITS
TWP. OF SALTFLEET
THIRD RD WEST
N.E.P.C.
N.E.P.C.
RED HILL CREEK
RED HILL CREEK

3(a)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 12

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Revising Residential Garbage Pick Up Routes

RECOMMENDATION:

1. That the Commissioner of Public Works and Traffic be authorized to amend the residential curbside garbage collection schedule for the area bounded by Strathearne Avenue, Parkdale Avenue, Britannia Avenue and King Street East, from the existing Friday schedule to a Thursday pick up in order to improve collection operations; and,

2. That the change in collection schedule be advertised in the Hamilton Spectator for two (2) consecutive weeks and through two (2) separate hand delivered "notices of collection change" to all affected residences, in order to facilitate a July 27, 1995 changeover.

3. That the Commissioner of Public Works and Traffic be authorized to provide residential curbside garbage collection for the Christmas and Boxing day statutory holidays with the required funding being derived from the efficiencies gained in the Strathearne, Parkdale, Britannia Avenues and King Street East block rescheduling from Friday to Thursday pick up.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, there will be costs funded within the existing Sanitation Division Current Budget, estimated to be $2,000.00, to facilitate the media advertising requirements and delivery of notices to residents for the rescheduling for the Thursday to Friday collection area. The advertisement for provision of Christmas and Boxing Day curbside collection can be accommodated within our existing media advertising program.

The operational improvements anticipated from the proposed rescheduling include a balancing of manpower and equipment requirements which will result in a consistency between the Thursday route and the other daily routes. Currently, the Thursday route is the "lightest" pick up and requires less equipment and staff than all other days. The nominal redeployment of staff to alternative duties on Thursdays has been an ongoing inefficiency on the overall Sanitation operations.

The efficiencies gained through the proposed rescheduling will offset the costs of providing Christmas and Boxing Day statutory holiday garbage collection.

BACKGROUND:

The Sanitation Division provides residential curbside garbage collection on a weekly basis for the City of Hamilton. The current costs for this service are approximately $13.00 per resident per year.

Our civic operations are competitive and flexible enough to adapt to overall community needs and local conditions. In order to remain competitive, our services have undergone significant operational changes, such as the conversion from three person to two person crews. Ongoing or constant improvements are required to maintain a progression towards the most effective service possible. The modification of collection routes as proposed, while modest, is an improvement in our operations that will positively impact upon our use of staff and equipment.

It is proposed that the area bounded by Strathearne Avenue, Parkdale Avenue, Britannia Avenue and King Street East, as indicated on the attached Schedule "A", be rescheduled from Friday to Thursday collection. Staff will advertise the change to area residents through The Spectator advertisements, two issuances of notices to each residence and further, full consideration will be given to residents who incorrectly place their garbage out on the wrong day during the learning period of the changeover.

This proposed changeover will eliminate a disparity between the staffing and equipment requirements required for each service day resulting in a greater degree of balance throughout the week.

With respect to the curbside collection for Christmas and Boxing Day on 1995 January 23, the Transport and Environment Committee approved the recommendation of the Commissioner of Public Works and Traffic to give consideration during the formulation of the 1995 current budget to introduce funding for garbage collection for Christmas and Boxing Days. Specifically, $50,000 was noted as an estimated amount to facilitate 1995 collection which would see 5 days normal collection done in 4 days.

During the 1995 current budget deliberations the Committee of the Whole referred this issue back to the Transport and Environment Committee.

Staff from the Department of Public Works and Traffic are confident that the rescheduling of garbage collection routes as proposed provides a successful mechanism to achieve ongoing operational efficiencies and provide for the reinstatement of curbside collection for Christmas and Boxing Days.

CFE/rb
attachment

c.c. J. Schatz, Chairman, Current Budget Sub-Committee


STRATHEARNE AV
PARKDALE AV S
LAWRENCE AV
KING ST E
QUEENSTON RD
BRITANNIA AVE
COPE ST
TRAGINA AV N
TRAGINA AV S
WEIR ST N
WEIR ST S
FAIRFIELD AV
PALING AV
AUBURN AV
RODGERS RD
BERRY AV
BELL AV
WOODBRIDGE RD
IPSWICH RD
PRIVATE RD
NORMANDY RD
MONTEREY AV
CENTRAL AV
COULTER AV
ROXBOROUGH AV
BRITANNIA AV
SELKIRK AV
NORMANHURST AV
TOLTON AV
WALTER AV N
WALTER AV S
ROSEWOOD RD
CRAIGROYSTON RD
ARLINGTON RD
GLENDEE RD
HILLSIDE AV
GLENHOLME AV
HOLMES AV
SOMERHILL AV
GLENCAIRN AV
MAYHURST ST
SYLVIA CR
CORONATION AV
JEFFERSON AV
ISABEL AV
DUNSMURE RD
IVON AV
ADELINE AV
GLENNIE AV
GLENCARRY AV
GLASSCO AV S
GLASSCO AV N
Schedule A

3(a)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 9

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner,
Department of Public Works & Traffic

SUBJECT: **Landscape Advertising**

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to seek proposals for the planning, installation, marketing and ongoing management of landscape advertising for the City of Hamilton, recognizing that revenues will be directed to the City of Hamilton Traffic Island Beautification Programme.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial details are not available at this time as proposals are required from capable agencies for a development and marketing scheme, which would lead to recommendations for specific landscape advertising projects and revenue opportunities. However, landscape advertising can be a successful revenue generating mechanism and provide for local beautification. This has been illustrated along the QEW, Toronto lakeshore area and the 401, Toronto airport area.

The intent of a proposal call is to explore the possibility of financial no risk opportunities in the City of Hamilton to implement landscape advertising as a revenue generating mechanism for the Municipality. Where applicable, this program could feasibly generate revenue for the Region, as there are numerous opportunities on Regional Roads. This program would be co-ordinated with Regonal staff.

It is envisioned that landscape advertising could possibly take form in the following manners:

- large roadside motifs/logos constructed on slopes and embankments such as are found along the 403 Highway between the King Street and Aberdeen Street overpasses.

- small aesthetically appropriate signage located in floral traffic islands.

- sponsorship of specific floral traffic islands by private sector organizations or community groups.

BACKGROUND:

There are opportunities within the City of Hamilton to generate revenue for the Municipality through the use of landscape advertising. This premise is based upon preliminary discussions between Public Works staff and private sector representatives from firms currently developing and marketing this service and from organizations who are interested in advertising through the landscape medium.

It is recommended that staff undertake a proposal call to the private sector to solicit proposals for a "turn key" service under the following general guidelines:

- Preliminary investigation, including site selection, target audiences, and corporate profiles.

- Detailed analysis of current Federal, Provincial, Regional, and Municipal signage by-laws.

- Presentations, including proposals, photographs, site design, and architectural renderings.

- Costing, pricing and revenue generating analysis.

- Step by step implementation of marketing plan.

- Ongoing maintenance services.

The results of the proposal call will be forwarded to the Transport and Environment Committee for consideration. Should an agency be selected to design, market, install and manage landscape advertising then subsequently each specific advertising project will be forwarded on its own merits to Committee for consideration.

The concept highlights of this proposal are:

- utilization of non-productive land
- aesthetically pleasing
- environmentally friendly
- provide appealing landmarks to the public
- indirect method of allowing corporate community to contribute to municipal resources

- increases profile of the City of Hamilton
- generates new revenues
- creates employment
- improves and maintains civic lands at no cost to tax payers
- little investment in civic staff or resources
- each project considered by Committee and Council on its own merits

CFE/JP/rb

c.c. J. Pavelka, Chief Administrative Officer
c.c. P. Noé Johnson, City Solicitor
c.c. A. Ross, Treasurer
c.c. G. Aston, Director, Programming & Development, Roads Department
c.c. D. Onishi, Director, Design and Construction, Roads Department

3(a)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 15

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Upper Gage Avenue, West Side from the Freeway to Stone Church Road Sufficiently Signed Petition Against Construction of Sidewalks Section 12, Local Improvement Act**

RECOMMENDATION:

That the construction of independent concrete sidewalks on the west side of Upper Gage from Stone Church Road to approximately 89.5m north of Robertsfield Drive (south limit of #1304), from approximately 120m north of Robertsfield Drive (north limit of #1300) to Loconder Drive and from approximately 74m north of Loconder Drive (north limit of #1250) to approximately 84m northerly (north limit of #1232) not proceed as a local improvement since the Clerk has received a sufficiently-signed petition against these works.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On May 9, Council in adopting Item 20 of the 6th Report of the Transport and Environment Committee authorized the construction of an independent concrete sidewalk on the west side of Upper Gage Avenue between the Freeway and Stone Church Road as a local improvement under Section 12 of The Local Improvement Act. Under the Act, the work may proceed unless a sufficiently-signed petition against the work is received. The last date for petitions was June 12, 1995. In order for a petition to be sufficiently-signed against the work the Act stipulates that it must be signed by a majority of the owners and the assessed value of their lots must be at least 50% of the total assessed value of the lots abutting the work.

The City Clerk is in receipt of a sufficiently-signed petition against the work on the west side of Upper Gage Avenue. The total owners on the west side is 62 and the total assessment is $316,917. The petition was signed by 32 owners and the assessed value of their lots is $214,339.

A continuous sidewalk exists or will be constructed on the east side of Upper Gage Avenue from the Freeway to Stone Church Road. There will also be a continuous asphalt path or concrete sidewalk on the west side of Upper Gage Avenue from the Freeway to Loconder Drive.

RPM/rb

c.c. D. Y. Onishi, Director, Design & Construction, Roads Department
c.c. A. Ross, City Treasurer, Attn: M. B. Chandrashekar

TABLED 95/02/06

3(6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 October 26

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Trevi Road/Greenshire Drive and Upper Paradise Road, Rice Avenue and Sanatorium Road - School Crossing Guard. [TEC-238-94]

RECOMMENDATION:

That the School Crossing Guard at Trevi Road/Greenshire Drive and Upper Paradise Road be removed and relocated to Rice Avenue and Sanatorium Road during the morning and evening school crossing periods only, on a permanent basis.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The relocation of this position will have a neutral impact on the current School Crossing Guard Program budget.

BACKGROUND:

Trevi Road and Upper Paradise Road

Traffic Department studies indicate that only 8 children cross Upper Paradise Road with the School Crossing Guard at this location on a regular basis.

On 1989 March 14, City Council approved the assignment of a School Crossing Guard to Trevi and Upper Paradise. At that time, all students who lived west of Upper Paradise crossed Upper Paradise to attend either R.A. Riddell School or St. Catherine of Siena School. Since that time both the Separate and Public School Boards have built schools in the neighbourhood west of Upper Paradise and Upper Paradise is now a school boundary for both School Boards such that children are no longer required to cross Upper Paradise. The 8 children who cross at this location are doing so voluntarily in order to attend the school of their choice.

Staff have determined that 6 of the 8 students are in senior grades (6, 7, or 8) 1 student in grade 3 and another in grade 5 are accompanied by their brother who is in grade 8. Because the majority of the students are in middle school they are considered mature enough to cross on their own. Therefore, the Traffic Department recommends that the School Crossing Guard be removed from the intersection of Trevi Road/Greenshire Drive and Upper Paradise. A School Crossing Guard would remain on duty for an appropriate phase out period to direct children on the proper method and best location to cross the roadway.

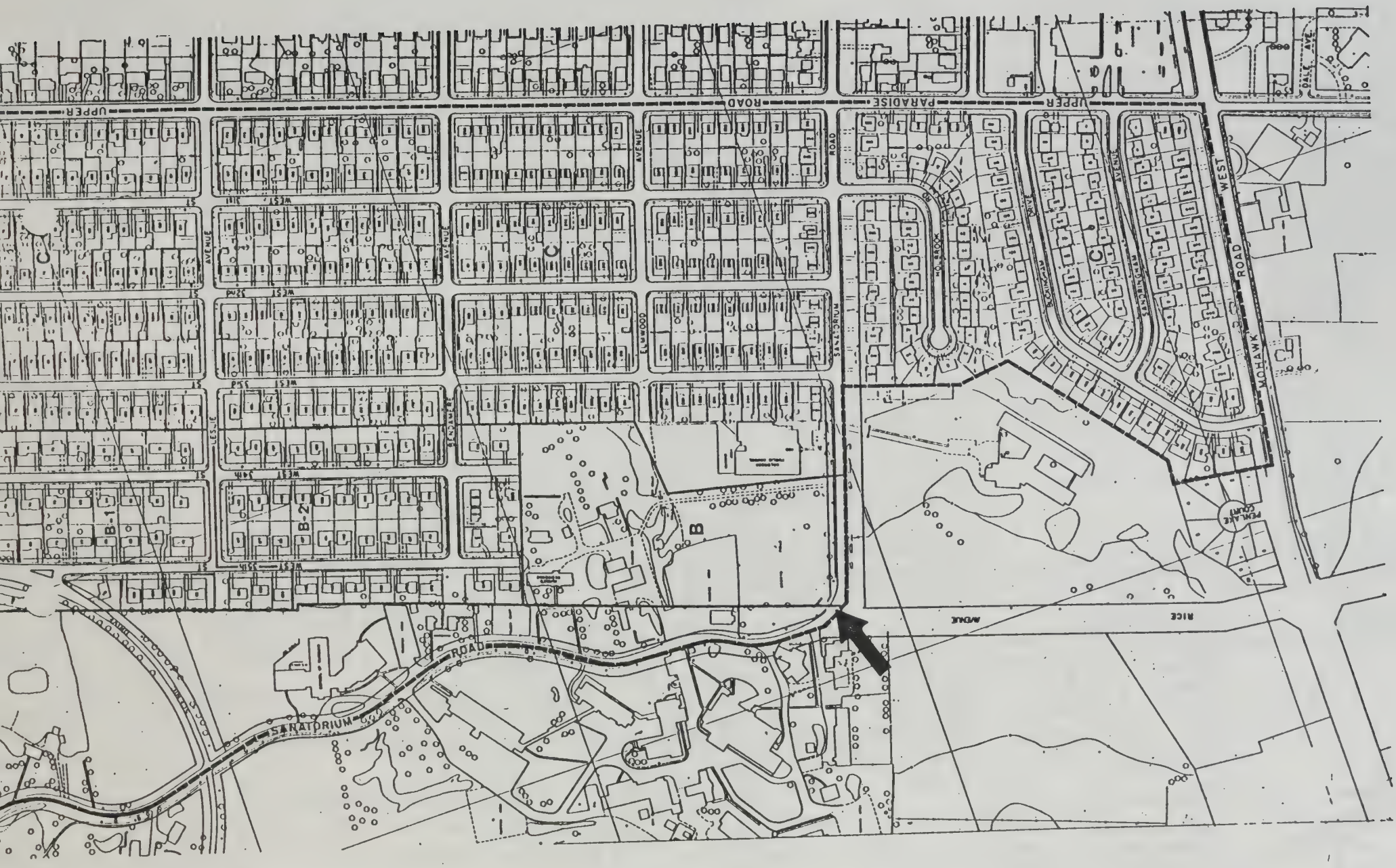
Rice Avenue and Sanatorium Road

At the Transport and Environment Committee meeting of 1994 September 19, Alderman Frank D'Amico requested that staff investigate the requirement for a School Crossing Guard at the intersection of Rice Avenue and Sanatorium Road. Subsequent to this staff received a similar request from the Principal of Holbrook School. The school has confirmed that this request is for the morning and evening crossing periods only as there are no crossings at the lunch crossing period. Staff conducted studies on 1994 September 21 and determined that 35 children crossed Sanatorium Road in the morning crossing period and 43 children crossed in the afternoon crossing period.

This "T" intersection is controlled by a three-way stop which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff have noted that their are behavioural problems at the intersection which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and are thus affecting the confidence of children trying to cross the roadway. During the observation period there were four incidents of conflict between pedestrian and vehicular traffic. Therefore, the Traffic Department recommends that a School Crossing Guard be assigned to the intersection of Rice Avenue and Sanatorium Road during the morning and evening crossing periods only.

In accordance with approved emergency procedures, a School Crossing Guard was temporarily assigned to this location on 1994 October 03.

TA/MH/kg


UPPER
PARADISE
ROAD
PARK AVE.
WEST
MOHAWK
ROAD
C
B
B-1
B-2
SANATORIUM
ROAD
RICE
MOHAWK

D/S-422
D/S-422
D/S-406
D/S-452
R-10/S-320
RT-10
RT-10
D/S-564
D/S-430
E-2/S-518
D/S-531
D/S-737
D/S-179
R-4
R-4
R-4
AA
AA
AA
A
A
A
B
B
B
C
C
C
D
D
D
GREENGUARD AVENUE
GOLFWOOD DRIVE
GOLDWOOD DRIVE
GILCREST STREET
GLADYS ROAD
CRAMERTON ROAD
CRAMERTON CHURCH
MOUNTAIN FREEWAY
GORDON PRICE JK-5
ST. VINCENT DE PAUL JK-8
R.A. RIDDEAN JK-8
ST. CATHERINE OF SIENA JK-8
FRANCESCA CT.
CEDARLAWN CT.
GOLDWIN CT.
GOLDWIN ST.
VESPAN PLACE
MEDINA COURT
TRENT
WINDSTAR PLACE
OXFORD DRIVE
TRAYFIELD PLACE
STANCREST CT.
GLENHAVEN COURT
GLENHAVEN DRIVE
GLENVIEW ST.
ARBOR COURT
GREENSHIRE DRIVE
BLAIR COURT
BALLARD STREET
GARDNER DRIVE
CRAMERTON DRIVE
LANTANA CT.
CRESCENT
GRETNA COURT
STANLOW
GREENCEDAR DRIVE
FIRENZE STREET

4 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 9
T103-23 5 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Earthsong Festival (R-95-30)

RECOMMENDATION:

That the application of Creative Arts Inc. to temporarily close Longwood Road North, Paradise Road North and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road, including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue, Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles, and to allow one way access to the parking area at Kay Drage Park from Macklin Street and one way exit from Kay Drage Park from Longwood Road, from Friday June 30, 1995 at 12:00 noon to Monday July 3, 1995 at 12:00 midnight, to hold the annual Earthsong Festival, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide a certificate of insurance evidencing $2,000,000 public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability.

iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Cont'd...

Cont'd...

iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

v) That all barricading be supplied by and at the expense of the applicant;

vi) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Director of Public Works and Traffic;

vii) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer;

viii) That no property owner or resident within the barricaded area be denied access to their property upon request;

ix) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services will incur costs of $12936 and the Department of Public Works and Traffic will incur costs of $450. These amounts will be drawn from account No. 57713-194300 for special events in the Region.

BACKGROUND:

A request has been received from Creative Arts Inc. to close Longwood Road North, Paradise Road North and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road, including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue, Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles, from Friday June 30, 1995 at 12:00 noon to Monday July 3, 1995 at 12:00 midnight, to hold the annual Earthsong Festival. The applicant also proposes to make Macklin Street to be one way in to the parking area at Kay Drage Park and Longwood Road to be one way out of the parking area for the duration of the festival.

Regional Police Services will incur costs of $12,936 to provide six officers and one sergeant for traffic control for this event. The Department of Public Works and Traffic will incur costs of $450 to post 3 "Temporary Street Closure" signs. These amounts will be drawn from the Region's account for special events.

As the problems with traffic congestion in previous years are being dealt with through a pass holder system and as Hamilton Street Railway will be allowed into the closure area to provide their regular service as well as shuttle service along Longwood Road, this Department is in favour of the event.

MJP:
cc: P.C. D. Schwalm, Regional Police Services
cc: G. Kirchknopf, Department of Public Works and Traffic
cc: K. Littlewood, H.S.R.
cc: S. Merlo Orzel, Culture and Recreation

4 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 30
E205-05, C.A. Unelli

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton Wentworth (R-95-31)

RECOMMENDATION:

That the Erosion & Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth, prepared by the Hamilton and Halton Region Conservation Authorities, dated April 1994, and entitled "Keeping Soil on Construction Sites" be adopted as a guide for the design of soil erosion and silt control measures within the City of Hamilton.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

**Erosion and Sediment Control Guidelines for
Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

cont'd...

BACKGROUND:

The Hamilton Region Conservation Authority and the Halton Region Conservation Authority have compiled guidelines for erosion and sediment control for the Hamilton Harbour Watershed and Region of Hamilton-Wentworth in a document entitled "Keeping Soil on Construction Sites".

The objective of this document is to provide guidelines on how to reduce erosion due to storm runoff and minimize the amount of sediment moving off construction sites and thereby prevent the degradation of the environment.

From an Environmental viewpoint, the adoption and usage of these guidelines will reduce erosion on construction sites thereby depositing less sediment in our waterbodies particularly into Cootes Paradise and Hamilton Harbour. This will result in improved aquatic habitats for fish and wildlife, enhanced natural areas and improved water quality those in receiving waterbodies.

There are economic advantages, in that it could be less costly to maintain the storm sewer system since there will be less sediment build-up in catch basins, laterals and storm sewer mainlines.

In adopting these Guidelines there will be added costs to the constructors to implement and maintain erosion and sedimentation control measures. However, these costs are offset by the benefits to the current taxpayers and future generations.

These guidelines are in keeping with the City of Hamilton Official Plan, adopted by City Council on May 11, 1982. Subsections B.2.3 and C.4 of the City's Official Plan refers to the City improving drainage capacity, reducing pollution and management of natural water courses. In addition, Subsection D.1 states "It is the objective of Council that this Plan, subsequent amendments, Neighbourhood Plans and by-laws conform with the Regional Official Plan". The Region's Official Plan specifically outlines the requirement for the preparation of Regional sediment and erosion control guidelines for construction sites.

cont'd...

**Erosion and Sediment Control Guidelines for
Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

cont'd...

As the mandate for surface drainage falls under the jurisdiction of area municipalities, it is important that the City adopt practices consistent with the guidelines to ensure a more co-ordinated approach to resolving the problems of excessive erosion and siltation from construction sites within the City.

A report with respect to these guidelines was previously adopted by Regional Council on May 2, 1995. A copy of Report RDS-95-42 and the related Council resolution is attached for your information.

To ensure that the guidelines are implemented, it is important to advise designers and constructors of public and private works of the requirements of the guidelines. To this end, Regional Roads Department are including the document in the most recent circulation of the Region's Specifications Book, which is received by consultants and contractors.
The guidelines will be implemented through the subdivision control process in the design stage and carried out during the construction stage. Copies of the guidelines and this report will be circulated to the appropriate City Departments for their use and implementation.

In conclusion we are recommending that the City adopt these Guidelines for erosion and sedimentation control.

CAU
attach.

cc: Mr. D. Lobo, Public Works Department
cc: Mr. L. C. King, Building Department
cc: Mr. D. Vyce, Property Department

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1995 April 11
E205-05, C. A. Unelli

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth (RDS-95-42)

RECOMMENDATION:

a) That the Erosion & Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth, prepared by the Hamilton and Halton Region Conservation Authorities, dated April 1994, and entitled "Keeping Soil on Construction Sites" be adopted as a guide for the design of soil erosion and silt control measures within the Region.

b) That a copy of Report RDS-95-42 be forwarded to the Environmental Services Committee for information.

c) That area municipalities be forwarded a copy of Report RDS-95-42.

d) That recommendation (a) be added as a new Corporate Policy.

E. M. Gill, P. Eng.

cont'd...

**Erosion and Sediment Control Guidelines for
Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

From an Environmental viewpoint, the adoption and usage of these guidelines will reduce erosion on construction sites thereby depositing less sediment in our waterbodies. This will result in improved aquatic habitats for fish and wildlife, enhanced natural areas and improved water quality in receiving waterbodies.

Social aspects would be enhanced since cleaner water would improve conservation lands for the overall enjoyment of everyone in the Region.

There are economic advantages, in that it could be less costly to maintain the storm sewer system since there will be less sediment build-up in catch basins, laterals and storm sewer mainlines. There is also the potential to reduce the cost of water purification and treatment due to cleaner water not requiring as much filtration to remove sediment.

In adopting these Guidelines there will be added costs to the constructors to implement and maintain erosion and sedimentation control measures.

cont'd...

**Erosion and Sediment Control Guidelines for
Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

cont'd...

BACKGROUND:

The Hamilton Region Conservation Authority and the Halton Region Conservation Authority have compiled guidelines for erosion and sediment control for the Hamilton Harbour Watershed and Region of Hamilton-Wentworth in a document entitled "Keeping Soil on Construction Sites".

The objective of this document is to provide guidelines on how to reduce erosion due to storm runoff and minimize the amount of sediment moving off construction sites and thereby prevent the degradation of the environment.

These guidelines meet the objectives of the Region's Vision 2020: The Sustainable Region as detailed in the sustainable community implications section of this report. These guidelines are in keeping with the Region's Official Plan, adopted by Regional Council on January 5, 1995. Section 2.1.2 of the Official Plan specifically outlines the requirement for the preparation of Regional sediment and erosion control guidelines for construction sites.

To ensure that the guidelines are implemented, it is important to advise designers and constructors of public and private works of the requirements of the guidelines. To this end, Regional staff are including the document in the most recent circulation of the Region's Specifications Book, which is received by consultants and contractors.

As the mandate for surface drainage falls under the jurisdiction of area municipalities, it is important that they be encouraged to adopt practices consistent with the guidelines to ensure a more co-ordinated approach to resolving the problems of excessive erosion and siltation from construction sites within the Region.

In conclusion we are recommending that the Region adopt these Guidelines for erosion and sedimentation control and that copies of this report be forwarded to each of the area municipalities.

CAU

File No.	E205-05
Letter No.	
MAY 0 3 1995	
Senior Dir.:	
Admin. Assist.:	
Fin. Admin.:	
Program & Dev:	Charlie V.
Predesign & SPO:	
Design & Const.	
PaRCIL:	
Commissioner TESG:	
Take Action:	See Me:
Draft Reply:	Info Only:
Filed by:	Ans. by:

23. Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth (RDS 95-042)

a) That the Erosion & Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth, prepared by the Hamilton and Halton Region Conservation Authorities, dated April 1994, and entitled "Keeping Soil on Construction Sites" be adopted as a guide for the design of soil erosion and silt control measures within the Region;

b) That a copy of this report be forwarded to the Area Municipalities;

c) That recommendation (a) be added as a new Corporate Policy. **Item 4.15**

SECTION # 23 OF THE 5th REPORT OF THE TSC

AS ADOPTED BY REGIONAL COUNCIL ON MAY 2, 1995

4(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: Modification of Sidewalk/Curb Configuration in Subdivisions -1995 (R-95-39)

RECOMMENDATION:

a) That the subdividers of Wisemount Estates Phase 3 and Edan Heights Phase 3 be required to modify the approved construction plans to construct the 1.5 metre sidewalks adjacent to the curb and eliminate the 1.0 metre boulevard within these plans of subdivisions.

b) That the standard subdivision agreement be amended to require that a copy of the General Plan of Above Ground Services indicating sidewalk/curb configuration be produced by the subdivider, be prominently displayed at all sales offices, and be incorporated in the Purchase/Sale Agreement.

pc E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There will be financial costs to the City associated with the first recommendation. In order to construct the sidewalk immediately adjacent to the curb the existing utilities will have to be relocated behind the sidewalk. Cost differences between the current standard of Barrier Curb and Independent Sidewalk and the proposed Barrier Curb and Combined Sidewalk is expected to be negligible.

The latter recommendation will have no financial cost to the City.

cont'd...2

Modification of Sidewalk/Curb Configuration in Subdivisions

Continued...

For the information of the Committee, there are other subdivisions which had the engineering schedules and construction drawings approved which include a provision for the construction of barrier curbs and independent sidewalk, but the Developer/Subdivider has not completed construction of these works to date.

Council adopted a standard road cross section for subdivisions incorporating a 1.0 metre grassed boulevard as per the 1992 March 31 report **Mountable Curbs in Subdivisions** to the Transport and Environment Committee. The boulevard provides an area for snow storage and garbage pick-up without impeding pedestrian access on the sidewalk. It provides a separation of pedestrians and vehicular traffic. Aesthetically the boulevard is more appealing since it breaks up the expanse of concrete and asphalt with a green area. This separation of curbs and sidewalks reduces the effect of frost heave which can result in substantial elevation differences in adjacent curbs and walks.

Elimination of the boulevard would have negative impacts associated with it. Driveway approaches will require much steeper slopes to a point where it may interfere with the undercarriage of vehicles accessing the driveway. The constant change in sidewalk grade due to the driveway approach can be unsafe for pedestrian traffic. The sidewalk panels would have to be replaced if the driveway locations were changed. For these reasons, our Department still recommends that under new subdivision construction a configuration of curb and sidewalk as shown RHS 303 -Independent Curb and Concrete Walk, with a 1.0 metre boulevard be used.

In future developments our Department would prefer to eliminate any confusion. Improving purchaser awareness of the product in which they are investing can be aided by including a copy of the General Plan of Above Ground Services into every Purchase Sale Agreement. Therefore, residents in future developments would have the benefit of making an informed decision predicated on accurate information instead of assumptions and "hear-say".

JS:
cc: City Treasurer Attn: Nik Adhya

Modification of Sidewalk/Curb Configuration in Subdivisions

Continued...

BACKGROUND:

Through site meetings at Wisemount Estates Phase 3 on Friday September 30, 1994 and Monday May 23, 1995 and the receipt of a petition for Edan Heights Phase 3 dated May 29, 1995 it has been brought to this Department's attention that the affected residents in these two subdivisions would prefer not to have the 1.0 metre boulevard in front of their homes.

The residents are particularly concerned that the inclusion of the 1.0 metre boulevard will be detrimental to their parking situation. Specifically, their ability to park two vehicles in tandem behind the sidewalk may be severely limited.

It became apparent during the 1st meeting on September 30, 1994 that many of the residents were misinformed by various parties with respect to the sidewalk/curb configuration. There was an expectation by some purchasers that the sidewalk configuration in their subdivision would be identical to adjacent developments.

Staff investigated various curb and sidewalk design configurations to determine what the various alternatives to the barrier curb and independent sidewalk currently in use could be.

On May 23, 1995 the Ward Aldermen and the residents of Wisemount Estates Phase 3 concurred with the following proposal. The sidewalk would be constructed next to the existing curb. It will be necessary to have the contours of the sidewalk follow the curb depressions at the driveways. Staff have not met with the residents of Edan Heights Phase 3.

The proposed sidewalk location will, however, require co-ordination with the utilities as the hydro/street pole lines will have to be moved back from the current location. As these are changes from the previously approved works, these costs will not be borne by the subdivider.. As the sidewalks are not yet constructed, only the pole and utility relocations will increase the cost.

cont'd...3

4(d)

CITY COUNCIL
HAMILTON, CANADA

Alderman Henry Mer
Chairman - Transport & En

71 MAIN STREET WEST L8N 3T4 - (905) 546-2730 - RES. (905) 389-5903 - WARD 7

12 June 1995

Mr. P. J. Halliday
Senior Director
Environmental Services
Transportation/Environmental
Services Group

Dear Mr. Halliday:

RE: PUBLIC MEETING - OPERATION OF THE SWARU INCINERATOR MONDAY, JUNE 12, 7:00 P.M.

For decades now, one of my interests in the City of Hamilton and surrounding area has been the environment. As past Chairman of the former Pollution Control Committee and for years now, the Chairman of Transport & Environment Committee, I have met with hundreds of people and citizen groups to determine the effects of the SWARU operation on the health and safety of our citizens.

I find it ironic that you call a meeting on Monday, June 12, 1995 at 7:00 p.m. and today, on Monday, June 12 at 3:00 p.m. I receive the attached notice of this meeting in the interoffice mail. No telephone call, no message, simply a one page letter addressed to me inviting me to a meeting.

I possibly have more to add to the topic of environmental safety when it comes to SWARU than you ever have. Although you may have the technical expertise, I have the knowledge of how people react and what effects they can bear.

The fault may not be yours, however, since you are the Senior Director of Environmental Services, I find it very negligent on your part not to notify me as Chairman of Transport & Environment Committee so that I may be able to have some of my Committee members attend this meeting.

Since I am unable to change my schedule for tonight, I will bring this issue to the Transport & Environment Committee and will notify David Pengelley and Rod Ennis-Smith to explain to the Aldermen in this City what changes, if any, the change of operation in SAWRU may bring.

I hope in the future that any issues pertaining to City and Regional government or to the general welfare of the public of Hamilton, that you will notify me accordingly in a timely fashion.

Sincerely,

Henry Merling
Chairman
Transport & Environment Committee

HM:lm
Attch.

cc: Dave Wilson
Chairman
Environmental Services Committee

Michael Fenn
Chief Administrative Officer
Region of Hamilton-Wentworth

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Environmental Services Department
35 King Street East, 4th Floor
Hamilton, Ontario L8N 4A9

Tel. (905)546-4339
Fax (905)546-4473

JUN 12 199

June 5, 1995

Att: V. Terluk
File: SP 94-24

Councillor H. Merling, Chairman
Transport and Environment Committee

RE: PUBLIC MEETING - OPERATION OF THE SWARU INCINERATOR
LOCATION: St. Bernard's School, 101 Nash Street North, Hamilton
DATE: Monday June 12, 1995 7:00 p.m.

In view of your interest in waste management in the Region of Hamilton-Wentworth, you are cordially invited to attend a public meeting to discuss operations at the Region's Solid Waste Reduction Unit (SWARU).

As part of its efforts to control the cost and reduce the environmental effects of waste management in the Region of Hamilton-Wentworth, the Environmental Services Department has been investigating changing the operation of SWARU from part-time to full-time. Currently SWARU operates five days a week. The public information meeting is being held to discuss plans to extend operations at SWARU from five to seven days per week. This change has been accepted by the Ontario Ministry of Environment and Energy, and will be presented to Regional Council for approval.

No method of waste management is completely without environmental effects. Emissions and noise studies have been conducted and are being reviewed to assess the potential environmental and public health effects of the planned change in operations. The purpose of the meeting is to show the public the results of testing and peer reviews of the plan, and discuss public opinion on the effects of the change. At the meeting, the facility operators and the experts who have reviewed the plan will be present to discuss the plan to extend the operation of SWARU from part-time to full-time. In particular, David Pengelley of McMaster University and Rod Ennis-Smith of Nova Mann International will be presenting the findings of their reviews of the tests performed by Ortech Corporation.

We hope there will be a thorough discussion of the issues surrounding this plan, so that Environmental Services can fully assess the pros and cons of extending the operation of SWARU.

P. J. (Jim) Halliday
Senior Director
Environmental Services

4(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 15
G. Aston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Closure of Ridge Street (R-95-40)

RECOMMENDATION:

That the Planning and Development Committee be requested to hold public meetings to consider adopting a neighbourhood plan for the Greeningdon neighbourhood that would include the closure Ridge Street north of Limeridge Road.

D. Lobo

per E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...2

BACKGROUND:

We have received a petition by a substantial number of residents on Ridge Street requesting that Ridge Street be closed immediately north of Limeridge Road. This petition was in response to a recent public meeting held concerning the timing of the opening of the Red Hill Creek Expressway. The concern is that traffic on Limeridge Road would be diverted north on Ridge Street once Limeridge Road is closed immediately west of Ridge Street in 1997/98 prior to the opening of the Expressway.

The closure of Ridge Street will have the effect of diverting traffic to other streets and a full public meeting to review the impacts should be undertaken. As there is at present no approved neighbourhood plan for Greeningdon neighbourhood, it would be appropriate to utilize that process to solicit the input from the area residents.

:ga

5.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 8

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase - Part of 26 Ewen Road, Hamilton
Sale to Union Gas Limited

RECOMMENDATION:

a) That an Offer to Purchase, executed by Union Gas Limited (D.A. Sulman, Vice-President), on 1995 June 5 and scheduled to close on or before 1995 August 18, for the lands being part of Lot 55, Concession 1, in the former Township of Ancaster, now in the City of Hamilton, described as Part 2 on Plan 62R-13242 (Plan No. RA-H-613 Surveys), having a frontage of 7.867 metres (25.810 feet) more or less, along the western limit of Ewen Road, and a depth of 28.865 metres (94.701 feet) more or less, comprising an area of 220.0 square metres (2,368.13 square feet) more or less, known municipally as the southern half of 26 Ewen Road, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $18,600 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

b) That the required deposit cheque in the amount of $1,860 be held by the City Treasurer pending Council approval; and,

c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

d) That the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $18,600 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

In compliance with the Real Property Procedural By-law No. 95-049, please be advised that:

a) on 1995 March 14, City Council approved Item 6 of the 8th Report of the Planning and Development Committee declaring the subject lands surplus to the requirements of the City;

b) that in accordance with the approved Methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, the Director of Property has placed a "For Sale" sign on the subject property which included the City's name and telephone number on the 27th day of March 1995, to inform the public that the City intends to sell the said subject lands;

c) the sale of the subject lands are not subject to a formal appraisal as the subject lands are of a class ("Lands to be used for sites for the establishment and carrying on of industries and of industrial operations and incidental uses") exempted by Item 7d)(ii) of By-law No. 95-049, but the sale price falls within a range of value which has been determined by comparison to other market sales in the area.

The subject lands comprise a 15.734 metre (51.62 feet) by 27.612 metre (90.59 feet) parcel of industrial zoned land, surplus to the requirements of the City. The southern half of the subject lot is being sold to Union Gas for the relocation of a natural gas pipeline. The northern half of the subject lot is required by the Region for a road link to the Hamilton Regional Conservation Authority's "Hamilton Jerseyville Rail Trail". A separate recommendation will deal with the Regional purchase.

VDP/nw

c.c. P. Noé Johnson, City Solicitor
Attention: Jennifer Lessing

Allan C. Ross, Treasurer

C. Bandurka, Property Clerk, Surveys


MAIN STREET WEST
WESTBOURNE RD
WEST PARK AVENUE
HAWLEY RD
H/S 583
J
A/S-1064
H/S-1064
EWEN
RIFLE RANGE ROAD
T H & B RAILWAY
RAILWAY
Subject property
M-14/S-589 & 759a
A/S-521
ROAD
M-14/S-759a
M-14/S-759a
A/S-395
C
C
C
ALEXANDER PARK
TOTTENHAM ROAD
RADFORD ST
AVENUE
WHITNEY AVE
YARMOUTH COURT
IONA AVE
BEAUCOURT RD
BUTTY PL
STREET
YATES
A/S-395
e
D
GRANTON
CLIFFORD ST
BROOCK ST
ALLOWANCE BETWEEN CONS 1 & 2
KINGSMOUNT STREET S
HOLLYWOOD STREET S
THORNDALE STREET S
SORTOSA STREET
GLENMOUNT AVE
WARD AVE
ROYAL AVE
HOLMES AVE
LELAND
WHITNEY AVE
MERNA AVE

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 June 19
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. **ADOPTION OF THE MINUTES**

The minutes of the Transport and Environment Committee meeting held 1995 May 15

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(i) **Parking Regulations**

(a) South side of Claremont Drive

(b) North side of Britannia Avenue
between Kenilworth Avenue North and Archibald Street

(c) No. 286 Paling Avenue
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(d) No. 114 Park Row North
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(e) Riverdale Drive between the north
and south legs of Gainsborough Drive

(f) No. 156 Newlands Avenue
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(g) Avondale Street and Beechwood Avenue

(h) No. 40 Picton Street West
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(i) Independence Drive

(j) Strathcona Avenue South between Main and King Streets

(k) Bold Street between Ray Street South and Queen Street South

(l) Hillcrest Avenue between Beulah Avenue
and the easterly end of the Street

(m) Mary Street, south of Simcoe Street East

(n) No. 281 Paling Avenue
Request to remove a Reserved "Permit Parking"
Space for a Disabled Resident

(o) Bristol Street adjacent to No. 178 Sanford Avenue North
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(p) Scarlet Runner Florist, No. 74 Locke Street North

(q) Chestnut Avenue between Cannon Street East and Wilson Street

(r) No. 180 Emerald Street South
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(ii) **Intersection Control**

(a) Intersections of Carriagegate Drive
and Parkwood Crescent and Parkwood
Crescent and Grandoaks Drive

(b) Intersection of McAnulty Boulevard
and Agincourt Avenue

(c) Turn Prohibition - Binkley Road at Main Street West

(iii) **School Bus Loading Zone/School Crossing Guard Request**

(a) School Bus Loading Zone
on Queensbury Drive adjacent to Blessed Kateri Tekakwitha School

(b) Parkdale Avenue and Queenston Road
School Crossing Guard Request

C. **DIRECTOR OF PROPERTY**

(i) Offer to Purchase (Highway Closure)
The southerly half of the Public Walkway
between Nos. 300 and 304 St. Andrews Drive
Joseph Leonard Raberts and Maria Egle Raberts

(ii) Offer to Purchase (Highway Closure)
The northerly half of the Public Walkway between
Nos. 300 and 304 St. Andrews Drive
John Balsillie Ross and Christina W. Ferns Ross

(iii) Sale of One Foot Reserve - Termination
Part 27, Plan 62R-11788, Part of 273 Limeridge Road West

D. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(i) Discharge of Encroachment Agreement - No. 89 Napier Street

(ii) Encroachment Agreements

(iii) (a) Incorporating certain City land into various streets by By-law
Appleblossom Drive, Part 2, Plan 62R-13389

(b) Incorporating certain City land into various streets by By-law
- Berkindale Drive, Block 5, Plan 62M-590
- Berkindale Drive, Block 30, Plan 62M-726
- Berkindale Drive, Part 14, Plan 62R-13203

(iv) Wesley Urban Ministries - Street Festival

(v) Advertent Encroachment Agreements
- 90 Edgemont Street North
- 66 Ottawa Street North

E. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1995 May 15
9:30 o'clock a.m.
Room 233, City Hall

2 (A)

The Transport and Environment Committee met.

There were present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman B. Morelli Alderman G. Copps Alderman D. Agostino Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, City Business Alderman M. Kiss, Vacation
Also present:	Alderman M. Caplan Alderman B. Charters Ms. B. Price, Hamilton Safety Council Ms. G. Christmas, Board of Education Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Director of Public Works Mr. C. Firth-Eagland, Public Works Department Mr. D. Farquhar, Public Works Department Ms. H. Milsome, Public Works Department Mr. H. Solomon, Traffic Department Mr. M. Hazel, Traffic Department Mr. R. Karl, Traffic Department Mr. T. Gill, Roads Department Mr. G. Aston, Roads Department Ms. P. Noé Johnson, City Solicitor Mr. M. Watson, Property Department Mr. A. Sexton, East 27th Street Mr. K. C. Christenson, Secretary

1. **DELEGATION**

Parking on East 27th Street between Mackenzie Road and Halem Avenue

The Committee was in receipt of correspondence dated 1995 March 24 from Mr. A. Sexton, Chairman, Parking Committee, Halem Park Co-operative.

Mr. Sexton appeared before the Committee requesting a fair solution to the parking conflict on East 27th Street between Mackenzie Road and Halem Avenue.

Following discussion, the Committee agreed that the item be tabled in order the Traffic Services Department to prepare a report on the issue and that area residents be notified of the meeting and invited to attend.

2. **CONSENT AGENDA**

A. **MINUTES**

The minutes of the meeting held 1995 May 1 were adopted as circulated to the members.

B. ACTING DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) **West Side of Balmoral Avenue South south of Main Street East**

The Committee was in receipt of a report dated 1995 April 18 from the Acting Director of Traffic Services respecting the subject matter.

At the request of Alderman B. Morelli, this item was tabled.

(b) **East Side of Spring Street**

The Committee was in receipt of a report dated 1995 April 19 from the Acting Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Spring Street commencing at a point 124 feet north of Jackson Street East and extending to a point 24 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 407 Paling Avenue Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1995 April 20 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 117 feet north of Vansitmart Avenue and extending to a point 23 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Emily Lampman, No. 407 Paling Avenue.

(d) **Apartment Complex at Nos. 145 - 149 Hess Street South Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1995 April 20 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first ten eligible applicants residing in the apartment complex at Nos. 145 - 149 Hess Street South.

(e) **Nos. 291 and 284 Grosvenor Avenue North**
Request for Reserved "Permit Parking"
Spaces for a Disabled Resident

The Committee was in receipt of a report dated 1995 May 11 from the Acting Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Grosvenor Avenue North commencing at a point 392 feet south of Barton Street East and extending to a point 24 feet southerly therefrom and on the east side commencing at a point 389 feet south of Barton Street East and extending to a point 29 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Frank Whitelaw, No. 291 Grosvenor Avenue North.

(f) **No. 65 East Bend Avenue North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 May 1 from the Acting Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of East Bend Avenue North commencing at a point 44 feet south of Cannon Street East and extending to a point 21 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Mavis Letten, No. 1024 Cannon Street East.

(g) **South Side of Colbourne Street**
between MacNab Street North and Severn Street

The Committee was in receipt of a report dated 1995 April 19 from the Acting Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Colbourne Street which commences at MacNab Street North and extends to a point 94 feet easterly therefrom be replaced with a "Permit Parking" regulation and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue upon request, one parking permit to the residents of Nos. 17, 19, 21, 22 Colbourne Street and two parking permits to the resident of No. 24 Colbourne Street, to a maximum of six permits on a first come first served basis.

(h) **King's Forest Drive, north of Nova Drive**

The Committee was in receipt of a report dated 1995 May 8 from the Acting Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on King's Forest Drive such that parking is prohibited:

(i) on the west side of the street commencing at a point 68 feet north of Nova Drive and extending to a point 20 feet northerly therefrom, during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,

(ii) on the east side of the street between Nova Drive and a point 92 feet northerly therefrom from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Application to Lease a Portion of the Boulevard of Rosslyn Avenue South Adjacent to No. 1322 King Street East, Rosslyn Retirement Home**

The Committee was in receipt of a report dated 1995 April 18 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the application of Sharon Raven, General Manager of the Rosslyn Retirement Home, No. 1322 King Street East to lease a portion of the boulevard of Rosslyn Avenue South adjacent to No. 1322 King Street East be approved, provided that:

(a) the application pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $60.82 per space per year) plus taxes, if any, in addition to the $10. encroachment insurance charge approved by the City Council on 1984 February 14; and,

(b) the owner pays a one time ($50. registration fee, as approved by the City Council on 1986 January 14; and,

(c) the owner pays a one time $214. processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

(d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

(e) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense; and,

(f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(iii) **Closure of 1994 Traffic Capital Works Project Accounts**

The Committee was in receipt of a report dated 1995 April 28 from the Acting Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the City Treasurer be directed to close the following two capital project accounts with the excess funding to be transferred to its original source of funding:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To-Date	Balance Available	Source of Funding
759351007	Traffic Signal - Limeridge Mall East Exit	$65,000.	$43,206.90	$21,793.10	Reserve for Capital Projects
759449010	Pedestrian Priority Traffic Signals	$60,000.	$38,571.90	$21.428.10	Reserve for Capital Projects

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

(i) **Street Incorporation**

The Committee was in receipt of a report dated 1995 May 4 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into various streets:

Bolzano Drive	Part 1	Plan 62R-11382
Cellini Avenue	Blocks 19 and 20	Plan 62M-643; and,

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

(ii) **Encroachment Agreements**

The Committee was in receipt of a report dated 1995 May 4 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined in Appendix "A", appended hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and the City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

(iii) **Banner Application**

The Committee was in receipt of a report dated 1995 May 10 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of St. Nicholas Serbian Orthodox Church to display a promotional banner across Main Street West, in front of City Hall, advertising the Serbian National Federation Basketball Tournament, from 1995 May 18 to 1995 May 21, with the following message:

"WELCOME DEAR GUESTS"
"DOBRO NAM DOSLI DRAGI GOSTI"

(iv) **Paroquia de Santa Maria Festival**

The Committee was in receipt of a report dated 1995 May 8 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of Paroquia de Santa Maria to temporarily close Sheaffe Street from Park Street easterly in order to hold a festival for the Holy Spirit Fraternity on Saturday, 1995 June 3 from 4:00 o'clock p.m. to Sunday, 1995 June 4 at 1:00 o'clock a.m. and a festival for Our Lady of the Angels on Friday, 1995 August 11 at 4:00 o'clock p.m. to Sunday, 1995 August 13 at 1:00 o'clock a.m. be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(b) That the applicant provide proof of $2,000,000. public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant; and,

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services; and,

(i) That a temporary exemption from Noise Control By-law No. 79-292 be granted to the applicant.

D. DIRECTOR OF PUBLIC WORKS

(i) **Construction of Independent Concrete Sidewalks on both Sides of Rymal Road from Upper James Street to Springside Drive**

The Committee was in receipt of a report dated 1995 May 10 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

(a) That the construction of an independent concrete sidewalk on the south side of Rymal Road from Upper James Street to Springside Drive and on the north side of Rymal Road from Upper James Street to approximately 226 m easterly, proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of $74,800. and $27,700. respectively with a City's Share of $24,133.30 and $1687.00 respectively and an Owner's Share of $50,666.70 and $26,013. respectively, all as provided in the 1995 portion of the 1995 - 2004 Capital Budget; and,

(b) That the Finance and Adminstration Committee be requested to recommend a source of funding for this Capital Project; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

(ii) **Hired Equipment for Asphalt Planing**

The Committee was in receipt of a report dated 1995 May 9 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Hard Rock Paving Co. Ltd., Port Colborne, Ontario, not to exceed $100,000. per year for 1995, 1996, 1997 to provide asphalt surface planing as and when required, in accordance with the specifications issued by the Treasury Department - Purchasing Division and the Public Works Department and that this expenditure be financed through various approved road maintenance accounts.

(iii) **Hired Equipment Contractors During 1995, 1996, 1995 Public Works Department**

The Committee was in receipt of a report dated 1995 May 9 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued for Hired Equipment Contractors, as listed on Appendix "B" attached hereto, as and when required during 1995, 1996 and 1997 in accordance with the specifications issued by the Treasury Department-Purchasing Division, and the Public Works Department, and that this expenditure be financed through various approved accounts.

E. DIRECTOR OF PROPERTY

(i) **Offer to Purchase, City Sale (Easement) to the Hamilton-Wentworth Region Bow Valley Drive, Hamilton, Parts 1, 2, 3, 4 and 5, Plan 62R-7697**

The Committee was in receipt of a report dated 1995 May 8 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on 1995 March 1 and scheduled to close on or before 1995 July 18, for the purchase by the Region of part of Lot 24, Concession 2, formerly in the Township of Saltfleet, now in the City of Hamilton, shown as Parts 1, 2, 3, 4 and 5 on Plan 62R-7697, comprising an area of 2,314.93 square metres (24,917.1 square feet), more or less, along the western limit of Bow Valley Drive, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $856. be credited to Account No. CH4X501 00102 (Reserve for Property Purchase); and,

(b) That the required deposit in the amount of $2. be held by the City Treasurer pending Council approval; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice has been given to the public of the intended sale; and,

(ii) an appraisal of the fair market value of the real property is not required; and,

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

(ii) **Offer to Purchase**
City Sale (Easement) to the Hamilton-Wentworth Region
Lake Avenue, Hamilton, Parts 1, 3, 4 and 5, Plan 62R-12941

The Committee was in receipt of a report dated 1995 May 8 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on 1995 March 1 and scheduled to close on or before 1995 July 18, for the purchase by the Region of part of Lot 25, Concession 2, formerly in the Township of Saltfleet, now in the City of Hamilton, shown as Parts 1, 3, 4 and 5 on Plan 62R-12941, comprising an area of 428.0 square metres (4,606.0 square feet), more or less, along the eastern limit of Lake Avenue, Hamilton, at Huckleberry Drive, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $157.50 be credited to Account No. CH4X501 00102 (Reserve for Property Purchase); and,

(b) That the required deposit in the amount of $2. be held by the City Treasurer pending Council approval; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice has been given to the public of the intended sale; and,

(ii) an appraisal of the fair market value of the real property is not required; and,

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1995 May 9 from the Secretary, Transport and Environment Committee.

The Committee approved the following recommendation:

That the following list of information reports that were previously distributed to the Committee, be approved:

Date	From	Subject	Date
1995 April 26	The Regional Municipality of Haldimand-Norfolk	The Association of Ontario Road Superintendents' 1995 International Municipal Trade Show	1995 May 3

3. CHIEF ADMINISTRATIVE OFFICER

Merger of Public Works and Traffic Departments

The Committee was in receipt of a report dated 1995 May 1 from the Chief Administrative Officer respecting the subject matter.

Mr. Pavelka reviewed the report and the process to undertake the amalgamation of the two departments. He indicated that this was only the first step in the evolution of the merger and that the net savings would be approximately $110,000. Alderman Merling indicated that only Mr. Hazell's position would be upgraded to a higher salary level.

Following further discussion, the Committee approved the following recommendation:

(a) That the position of Director of Traffic Services be eliminated and that the Departments of Public Works and Traffic be merged with the management structure as shown in Appendix "C"; and,

(b) That the combined department be renamed the Department of Public Works and Traffic; and,

(c) That the Director of Public Works be retitled Commissioner of Public Works and Traffic; and,

(d) That staff report back in one year with the results of a review of additional restructuring and the potential savings and efficiencies to the Corporation which may result.

4. CITY SOLICITOR

Traffic Islands on King Street West between Marion Avenue and Paisley Avenue - Pedestrian Movements

The Committee was in receipt of a report dated 1995 April 10 from the City Solicitor respecting the subject matter.

Ms. Noé Johnson reviewed the report and indicated that the previous recommendation approved by City Council on this issue contravened the Highway Traffic Act and that the Ministry of Transportation would not grant legal approval. Mr. Solomon indicated that the Traffic Department had devised an alternative plan which would satisfy the Ministry of Transportation and would result in the loss of only one parking space.

Following further discussion, the Committee agreed, at the request of Alderman Caplan, to table the item to a future meeting in order that discussion could take place with the Westdale B.I.A. on the alternative being suggested by the Traffic Department.

5. ACTING DIRECTOR OF TRAFFIC SERVICES

1995 Traffic Signal Modernizations

The Committee was in receipt of a report dated 1995 April 28 from the Acting Director of Traffic Services respecting the subject matter.

Mr. Solomon informed the Committee that subsidies should be available to offset the cost of these signal modernizations and if no subsidy was available, the project would not be undertaken and he would report back to the Committee.

Following discussion, the Committee approved the following recommendation:

That traffic signal control equipment be modernized at the intersections of King and Longwood, King and Marion, King and Sterling and King and Dalewood at a cost not to exceed $70,000. with funds to be provided from Account No. CF5000 759549021.

6. CITY ENGINEER (Commissioner of Transportation/Environmental Services)

Encroachment Agreement: No. 1205 Rymal Road East

The Committee was in receipt of a report dated 1995 April 21 from the Senior Director, Roads Department respecting the subject matter.

Alderman Jackson spoke to the issue and indicated that the sign in question had been in place since 1986 and that he would like to see it remain subject to an encroachment agreement being entered into by the owner.

Subsequently, the Committee approved the following recommendation:

That the request of C. DelSordo, owner of No. 1205 Rymal Road East, to maintain the encroachment of a free standing sign on the Nebo Road road allowance, be approved subject to an encroachment agreement being entered into by the applicant.

7. ALDERMAN B. MORELLI

Intersection Control - Beach Road and Rowanwood Avenue

Alderman Morelli informed the Committee that he and Alderman Drury had held a public meeting on the issue of the intersection control of Beach Road and Rowanwood Avenue. He indicated that the majority of residents in the area were in favour of retaining the four way stop control at this intersection and suggested that the Committee's previous recommendation on this matter be rescinded by City Council.

Subsequently, the Committee approved the following recommendation:

That Section 1 of the Transport and Environment Committee's Fourth Report for 1995 respecting the removal and relocation of the four-way stop control at the intersection of Beach Road and Rowanwood Avenue, adopted by City Council at its meeting held 1995 March 14, be rescinded.

8. OTHER BUSINESS

(a) **Intersection of Acadia Drive and Cartier Crescent**

Alderman Charters indicated that there was a need for a "No U Turn" regulation at the intersection of Acadia Drive and Cartier Crescent as well as a "No Stopping" regulation on the east side of Acadia Drive opposite the school.

Following a brief discussion, the Committee approved the following recommendation:

(a) That a "No U Turn" regulation be implemented at the intersection of Acadia Drive and Cartier Crescent; and,

(b) That a "No Stopping 7:00 a.m. to 6:00 p.m. Monday to Friday" regulation be implemented on the east side of Acadia Drive, opposite of the school between Cartier Crescent and the south property line of No. 141 Acadia Drive; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Parking Regulation - Rutledge Court**

The issue of no parking on Rutledge Court was introduced and following a brief discussion, the Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Rutledge Court commencing at a point 195 feet north of Independence Drive and extending to a point 106 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

9. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 May 15

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 26
File No: TEC-126-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: South Side of Claremont Drive - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the south side of Claremont Drive commencing at the easterly end of Claremont Drive and extending to a point 103 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

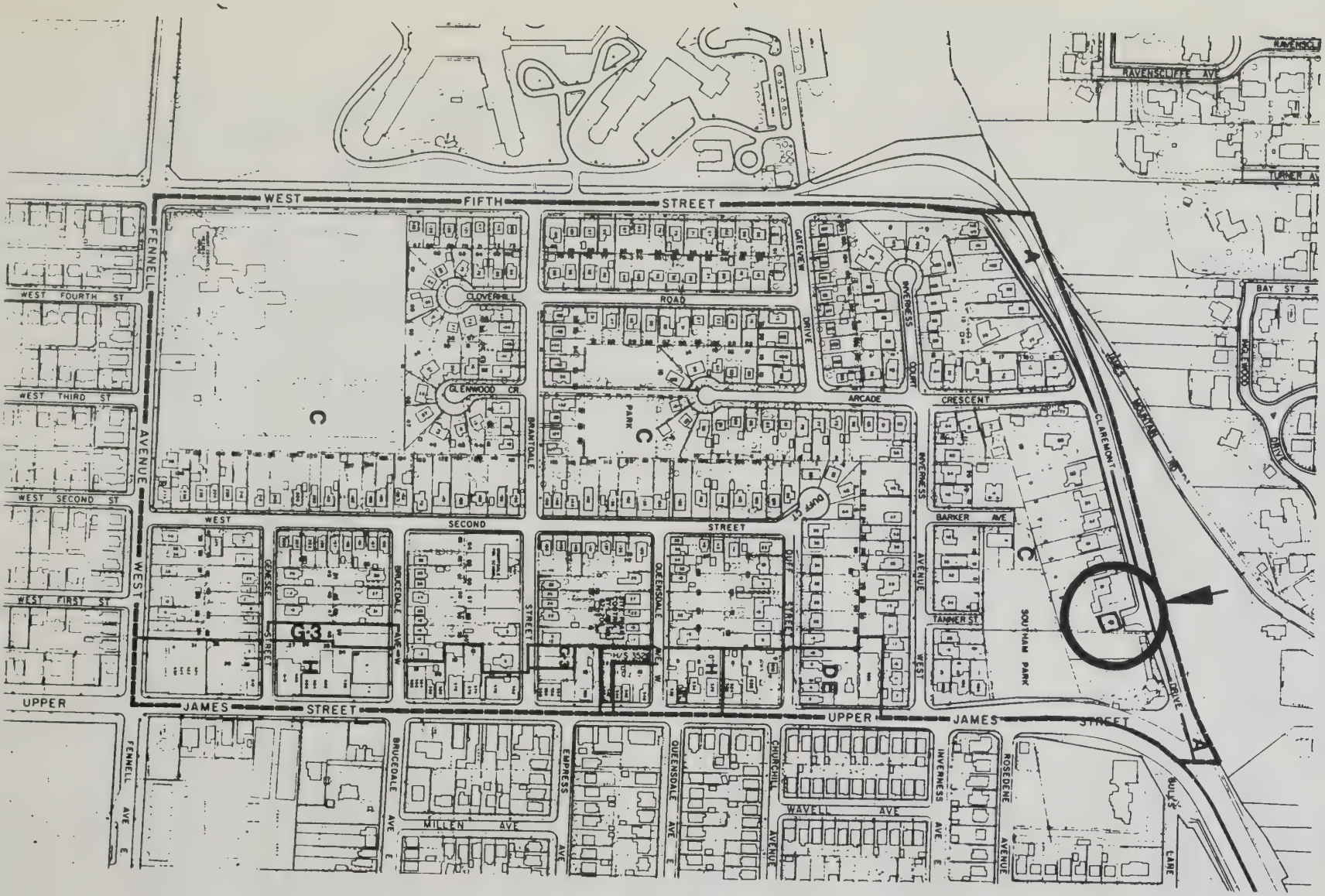
BACKGROUND:

Alderman Frank D'Amico and Alderman Don Ross advised of a concern from Mr. and Mrs. Philip, No. 27 Claremont Drive, regarding parked vehicles on the south side of the street directly in front of their property which frequently obstruct two-way traffic flow.

Claremont has a 16 foot pavement width and presently, there is unrestricted parking on both sides of the street in this area. There are no abutting properties on the north side of the street. Although Mr. and Mrs. Philip requested that a "No Parking" regulation be implemented, this type of regulation would still permit loading and unloading to occur. An investigation has revealed that two-way traffic flow is obstructed somewhat and that implementing a "No Stopping" regulation in this area would be appropriate. Staff has contacted Mrs. Philip and she advised that she supports the "No Stopping" regulation. Therefore, staff recommends that a "No Stopping" regulation be implemented in front of the property.

The implementation of the proposed regulation will result in the loss of only one legal on-street parking space and since all area residents have available off-street parking, staff does not anticipate any parking difficulties.

MT/CVB/klb


WEST FIFTH STREET
FENNELL AVENUE
WEST FOURTH ST
WEST THIRD ST
WEST SECOND ST
WEST FIRST ST
UPPER JAMES STREET
CLOVERHILL ROAD
GLENWOOD CR
BRANTDALE
GATEVIEW
DRIVE
INVERNESS
COURT
ARCADE
CRESCENT
PARK
C
WEST SECOND STREET
BARKER AVE
TANNER ST
SOUTHAM PARK
CLAREMONT
DRIVE
RAVENSCLIFFE AVE
TURNER AV
BAY ST S
MAPLEWOOD
DRIVE
G-3
H
P8
A
BRUCEDALE AVE E
EMPRESS AVE
QUEENSDALE AVE E
CHURCHILL AVENUE
WAVELL AVE
INVERNESS AVE E
ROSEDENE AVENUE
MILLEN AVE
FENNELL AVE E
LANE

2(BXiXb)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 03
File No. TEC-137-95 Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of Britannia Avenue between Kenilworth Avenue North and Archibald Street - Parking Regulations.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Britannia Avenue commencing at a point 147 feet east of Kenilworth Avenue North and extending to Archibald Street and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to the residents of Nos. 263, 265, 267, 269, 273 Britannia Avenue and any additional permits on a first come first served basis to a maximum of six permits.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 annual charge for each parking permit will off-set this cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of four of the six one, two and three family dwellings abutting the north side of Britannia between Kenilworth and Archibald requesting that a "Permit Parking" regulation be implemented on the north side of the street

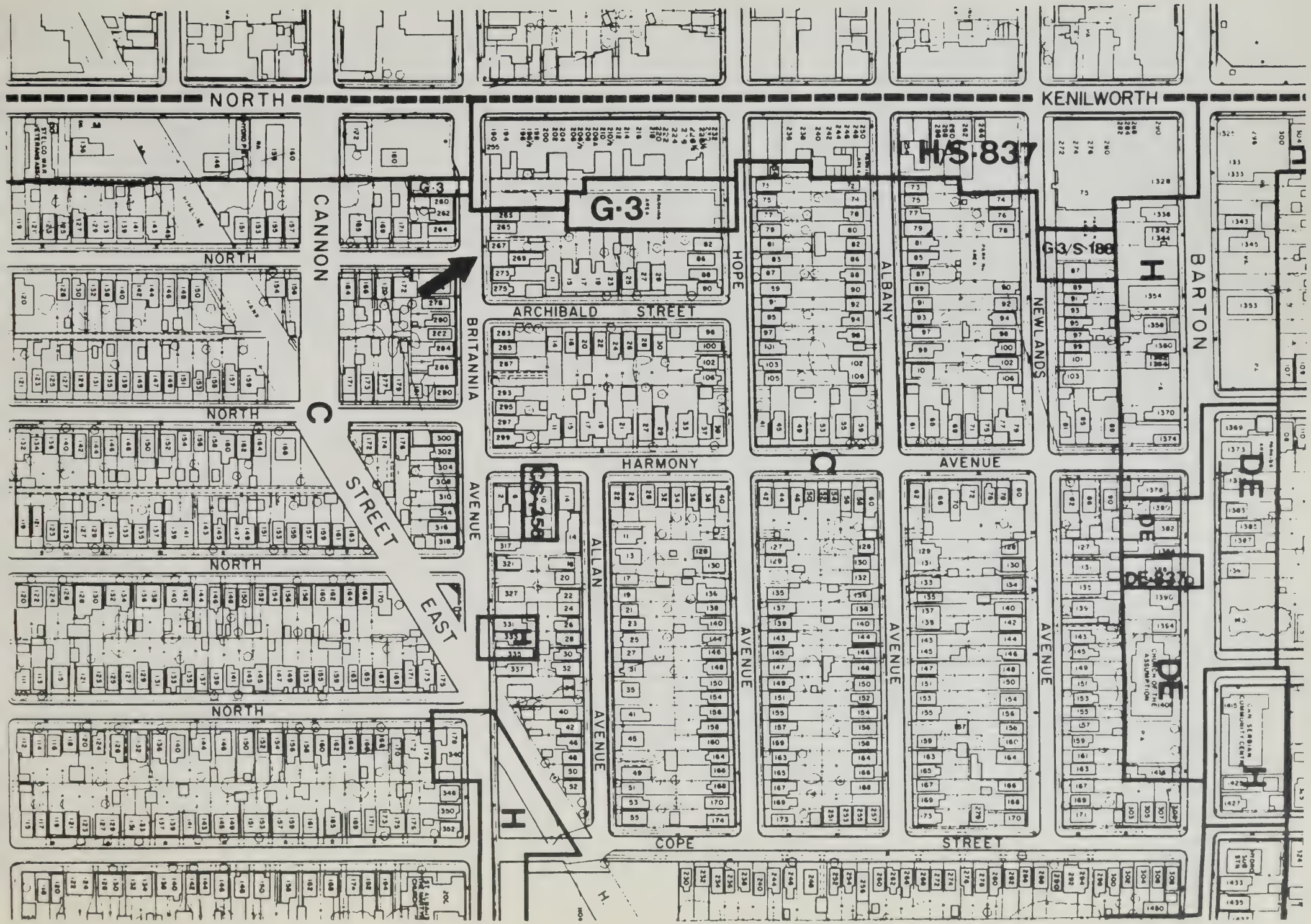
in this block. All four residents who signed the petition are in favour of the requested regulation. Staff has contacted one additional resident who is also in favour of the requested regulation.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by patrons of the Croatian National Sports Club of Hamilton which is located on the east side of Kenilworth, north of Britannia. However, there is a Hamilton Parking Authority lot with an entrance off of Britannia which should be used by patrons of this club.

Britannia has a 39 foot pavement width, and presently, there is unrestricted parking on the north side of the street in this area. There is a one hour parking time limit on the south side of the street in this area as well as "No Stopping" signal clearances on both sides of the street immediately east of Kenilworth. The length of the signal clearance on the north side of the street is 233 feet. To accommodate the demand for parking permits, this signal clearance would need to be shortened by 86 feet, and this is acceptable from a traffic point of view.

Thus, six parking spaces could be provided for the six abutting residents in this area. There is a demand for five parking permits by the five residents who were contacted and one permit would be available for the remaining resident. Therefore, since 83 percent of the abutting residents support the request and since the demand for parking permits will not exceed the number of parking spaces which can be provided, staff concur with the request.

CVB/MH/ca


NORTH
KENILWORTH
G-3
HS-837
G3/S-188
CANNON
NORTH
ARCHIBALD
STREET
HOPE
ALBANY
NEWLANDS
AVENUE
BARTON
BRITANNIA
HARMONY
AVENUE
STREET
EAST
NORTH
AVENUE
ALLAN
AVENUE
AVENUE
AVENUE
AVENUE
COPE
STREET
DE
DE-837
DE
DE
CHURCH OF THE ASSUMPTION
H
H

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 5
File No. TEC-141-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 286 Paling Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Paling Avenue commencing at a point 603 feet south of Barton Street East and extending to a point 27 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Lisa Taylor, No. 286 Paling Avenue.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

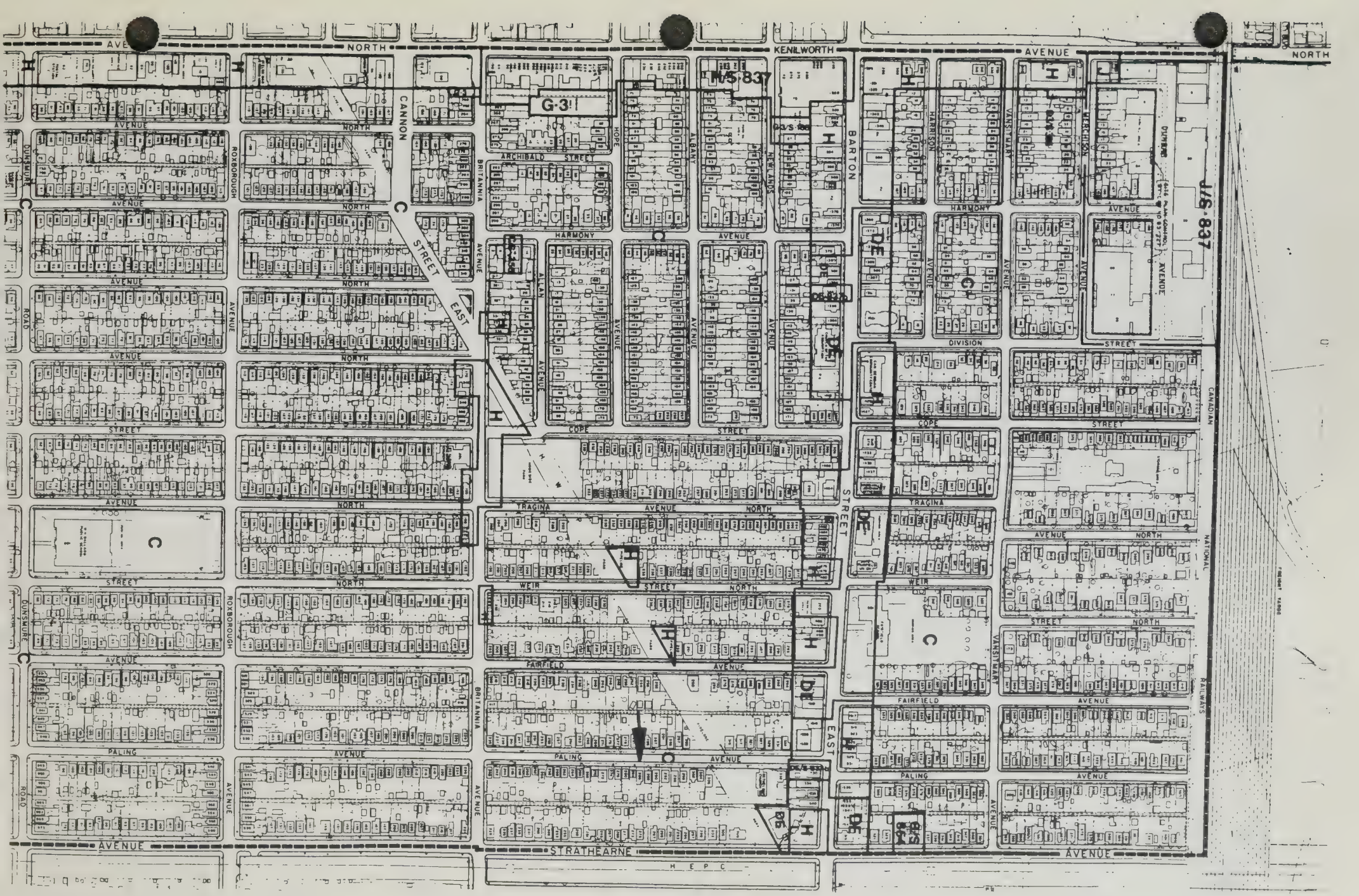
BACKGROUND:

Staff has received a request from Ms. Lisa Taylor, No. 286 Paling Avenue, that a reserved "Permit Parking" space be designated on the east side of Paling Avenue in front of her home since she is disabled.

Paling has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Ms. Taylor has advised that she requires a space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation so as not to inconvenience area residents. Loading and unloading may occur on Ms. Taylor's side of the street when parking is prohibited on the east side under the "Alternate Side Parking" regulation.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of an individual reserved "Permit Parking" space in front of disabled resident's homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Taylor possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MT/jd


NORTH
KENILWORTH
AVENUE
M-5-837
G-31
CANNON
STREET
EAST
BARTON
STREET
HOPE
ARCHIBALD
STREET
ALBANY
NEWLANDS
AVENUE
HARMONY
AVENUE
MERRIVALE
AVENUE
DIVISION
STREET
COPE
STREET
TRAGINA
AVENUE
NORTH
WEIR
STREET
NORTH
FAIRFIELD
AVENUE
PALING
AVENUE
ROXBOROUGH
AVENUE
DUNSMUIR
AVENUE
BRITANNIA
ROAD
AVENUE
STRATHEARNE
AVENUE
H E P C
CANADIAN
NATIONAL
RAILWAYS
JAS-837

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 31
File No. TEC-142-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 114 Park Row North - Request for a Reserved "Permit Parking" Space for a Disabled Resident.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Park Row North commencing at a point 79 feet south of Roxborough Avenue and extending to a point 21 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be directed to issue, one parking permit to Mr. Wilcox, No. 114 Park Row Avenue North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

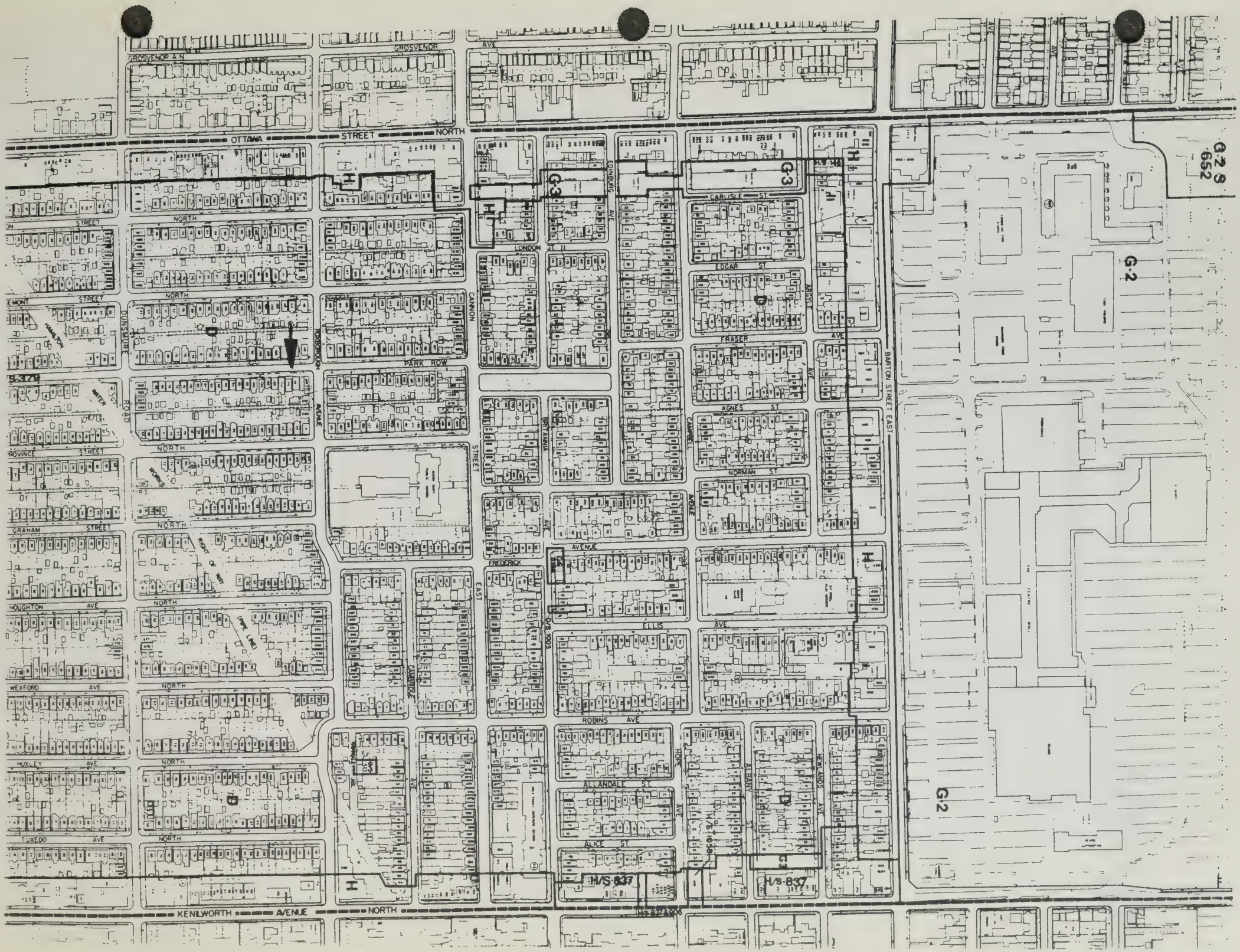
Staff received a request from Mr. Wilcox, No. 114 Park Row North, that a reserved "Permit Parking" space be designated on the east side of Park Row North in front of his home since he is disabled.

Park Row has a 24 foot pavement width, and presently, there is unrestricted parking on the east side and a "No Parking" regulation on the west side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation

of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Wilcox possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MT/ca


OTTAWA STREET NORTH
GROSVENOR AVE
CANNON STREET EAST
BARTON STREET EAST
PARK ROW
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
ELLIS AVE
ROBINS AVE
ALLANDALE ST
ALICE ST
KENILWORTH AVENUE NORTH
G-2
G-2 S 652
G-3
H
H/S-837

2(b)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 31
File No. TEC-143-95 Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Riverdale Drive between the north and south legs of Gainsborough Drive - Parking Regulations.

RECOMMENDATION:

a) That the existing "No Stopping" regulation on the west side of Riverdale Drive which commences at a point 93 feet south of the south curb line of Jerome Crescent and extends to a point 51 feet southerly therefrom be removed; and

b) That a "No Parking" regulation be implemented on the west side of Riverdale Drive between the north and south legs of Gainsborough Road; and

c) That the existing "No Parking" regulation on the east side of Riverdale Drive which commences at Delawana Drive and extends to a point 184 feet north of Glenburn Court be shortened such that the regulation commences at Delawana Drive and extends to Jerome Crescent; and

d) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

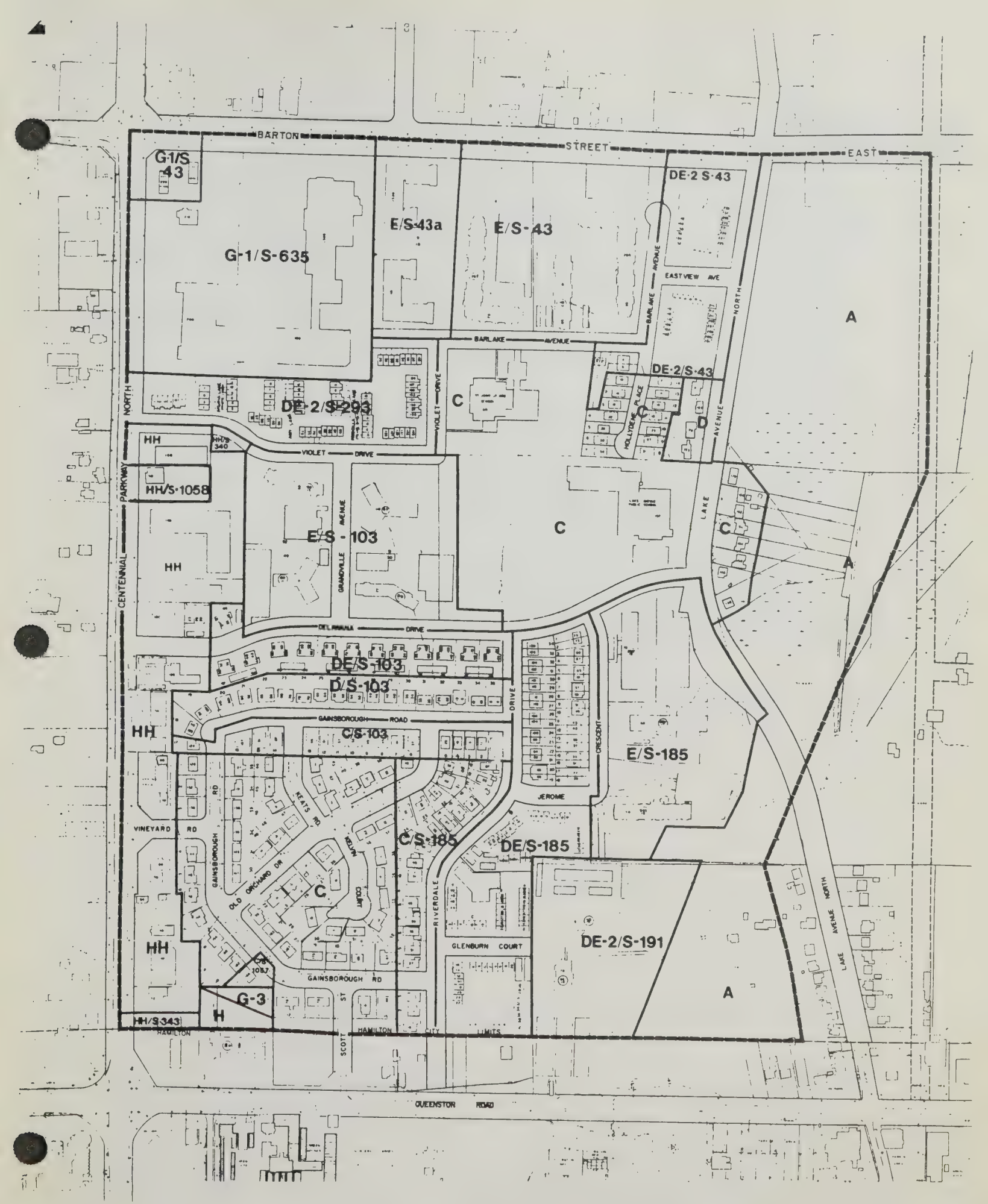
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff received a petition signed by representatives of 14 of the 17 one, two and three family dwellings abutting Riverdale Drive between the north and south legs of Gainsborough Road, requesting that the existing "No Parking" regulation on the east side of the street between Jerome and Glenburn be switched to the west side between the north and south legs of Gainsborough.

Riverdale has a 38 foot pavement width, and presently there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area, except for a 51 foot "No Stopping" regulation directly in front of 75 Riverdale Drive. The resident who circulated the petition has expressed concern regarding a lack of available on-street parking on the west side of the street. Switching the parking from the west to the east would in fact provide additional on-street parking. Therefore, since 82 percent of residents of the abutting one, two and three family dwellings support the requested regulation, staff concurs with the request.

CVB/MT/ca


BARTON STREET EAST
G-1/S-43
G-1/S-635
E/S-43a
E/S-43
DE-2 S-43
DE-2/S-43
DE-2/S-293
EASTVIEW AVE
BARLAKE AVENUE
HOLLYDENE PLACE
VIOLET DRIVE
NORTH CENTENNIAL PARKWAY
HH
HH/S-1058
HH/S-340
E/S-103
GRANVILLE AVENUE
DE LAMARA DRIVE
DE/S-103
D/S-103
C/S-103
GAINSBOROUGH ROAD
E/S-185
JEROME CRESCENT
C/S-185
DE/S-185
VINEYARD RD
KEATS RD
OLD ORCHARD DR
KELVIN COURT
RIVERDALE
GLENBURN COURT
DE-2/S-191
LAKE AVENUE NORTH
G-3
H
HH/S-343
SCOTT ST
HAMILTON CITY LIMITS
QUEENSTON ROAD
A
C
D

5/24

2(B)(i)(5)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 31
File No. TEC-145-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No.156 Newlands Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Newlands Avenue commencing at a point 197 feet west of Cope Street and extending to a point 22 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue a parking permit to Mr. Ron King, No. 156 Newlands Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

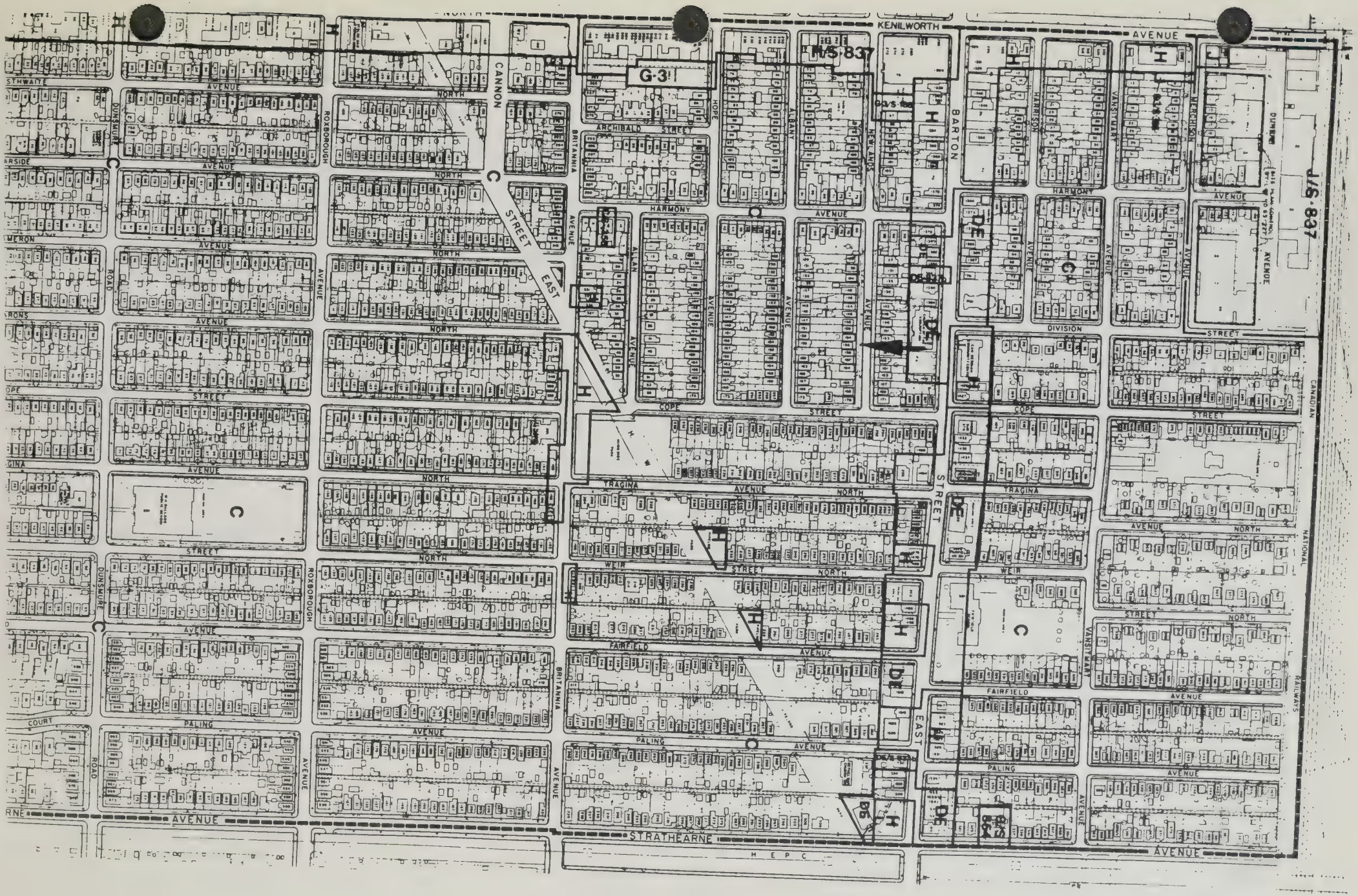
BACKGROUND:

Staff received a request from Mr. Ron King, 156 Newlands Avenue, that a reserved "Permit Parking" space be designated on the south side of Newlands Avenue in front of his home since his wife is disabled.

Newlands has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. King possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

MT/CVB/jd


KENILWORTH AVENUE
G-3
M.S. 837
J.S. 837
CANNON STREET EAST
BARTON STREET
HARMONY AVENUE
ARCHIBALD STREET
DIVISION STREET
COPE STREET
TRAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
H E P C
CANADIAN NATIONAL RAILWAYS
VANSTMAN AVENUE
BRITANNIA AVENUE
ROXBOROUGH AVENUE
DUNSMURE ROAD

2(B)(i)(9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 5
File No. TEC-144-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Avondale Street and Beechwood Avenue
- Parking Regulations.

RECOMMENDATION:

a) That the existing "No Parking" regulation on the east side of Avondale Street, which commences at Beechwood Avenue and extends to a point 84 feet northerly therefrom be removed; and

b) That the existing "Snow Route" designations on Avondale Street between Beechwood Avenue and Barton Street East and on Beechwood Avenue between Gage Avenue North and Avondale Street be removed; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Jerry Joslan, No. 142 Avondale Street, that the existing section of a "No Parking" regulation on the east side of Avondale immediately north of Beechwood be removed to provide additional on-street parking in this area.

Avondale has a 24 foot pavement width and presently, there is an "Alternate Side Parking" regulation on the street except for an 84-foot "No Parking" regulation on the east side, immediately north of Beechwood. In 1974, the City Council approved a recommendation to erect this short "No Parking" regulation on Avondale to provide a layover point for Hamilton Street Railway buses. Sections of Avondale and Beechwood were also designated as "Snow Routes" because these streets were Hamilton Street Railway bus routes. However, since the Hamilton Street Railway no longer operates buses on Avondale or Beechwood, the bus layover point and the "Snow Route" regulations are no longer required. Therefore, staff concurs with the request to remove existing "No Parking" regulation and it would also be appropriate to remove the existing "Snow Route" regulations on Avondale between Beechwood and Barton and on Beechwood between Gage and Avondale.

CVB/MT/jd

BEACH
JJ/S-746
BARTON STREET EAST
H/S-757
G-3
CANNON STREET EAST
ROXBOROUGH AVE
MORRIS AVE
KING
DALHOUSIE AVE
DALKEITH AVE
CRAIGMILLER AVE
CLUNY AVE
LINDEN ST
GORDON ST
BEECHWOOD AVE
PRIMROSE AVE
MAYFLOWER AVE
HIGHLAND AVE
CAMPBELL AVE
BECK
NORTH GATE AVENUE
AVONDALE
ALBERMARLE
LYNDHURST
ROWANWOOD
NORTHCOTE
CAVELL
GLENDALE
BELVIEW AVE
BELMONT
KENSINGTON
ROSSLYN
BALMORAL
GROSVENOR
FAIRVIEW
LINCOLN ST
K
H
D

CITY OF HAMILTON

- RECOMMENDATION -

2(BXiX(h)

DATE: 1995 May 31
File No: TEC-146-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 40 Picton Street West - Request for a Reserved "Permit Parking" Space for a Disabled Resident.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Picton Street West commencing at a point 99 feet west of MacNab Street North and extending to a point 18 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Judy Simkins, No. 40 Picton Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff received a request from Mrs. Judy Simkins, 40 Picton Street West, that a reserved "Permit Parking" space be designated on the north side of Picton Street West in front of her home since she is disabled.

Picton has a 26 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Simkins possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

MT/CVB/jd


HARBOUR HEADLINE
F-1
F-1/S-838
F-1
F-1
F-1
L-f-1
J
E
D
D
D
DE-3
C
DE/S-65
A
A
K
J
D
H/S 818
O/S-4176
LEANDER DRIVE
BAY STREET
BURLINGTON STREET
WOOD STREET
MACAULEY STREET
PICTON STREET
NICHOL STREET
FERRIE STREET
SIMCOE STREET
STRACHAN STREET
GUISE ST.
555
NORTH JAMES STREET
WEST
MACNAB
HANNAH

2(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 31
File No. TEC-147-95 Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Independence Drive - Parking Regulation.

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Independence Drive commencing at Templemead Drive and extending to the south property line of No. 100 Independence Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

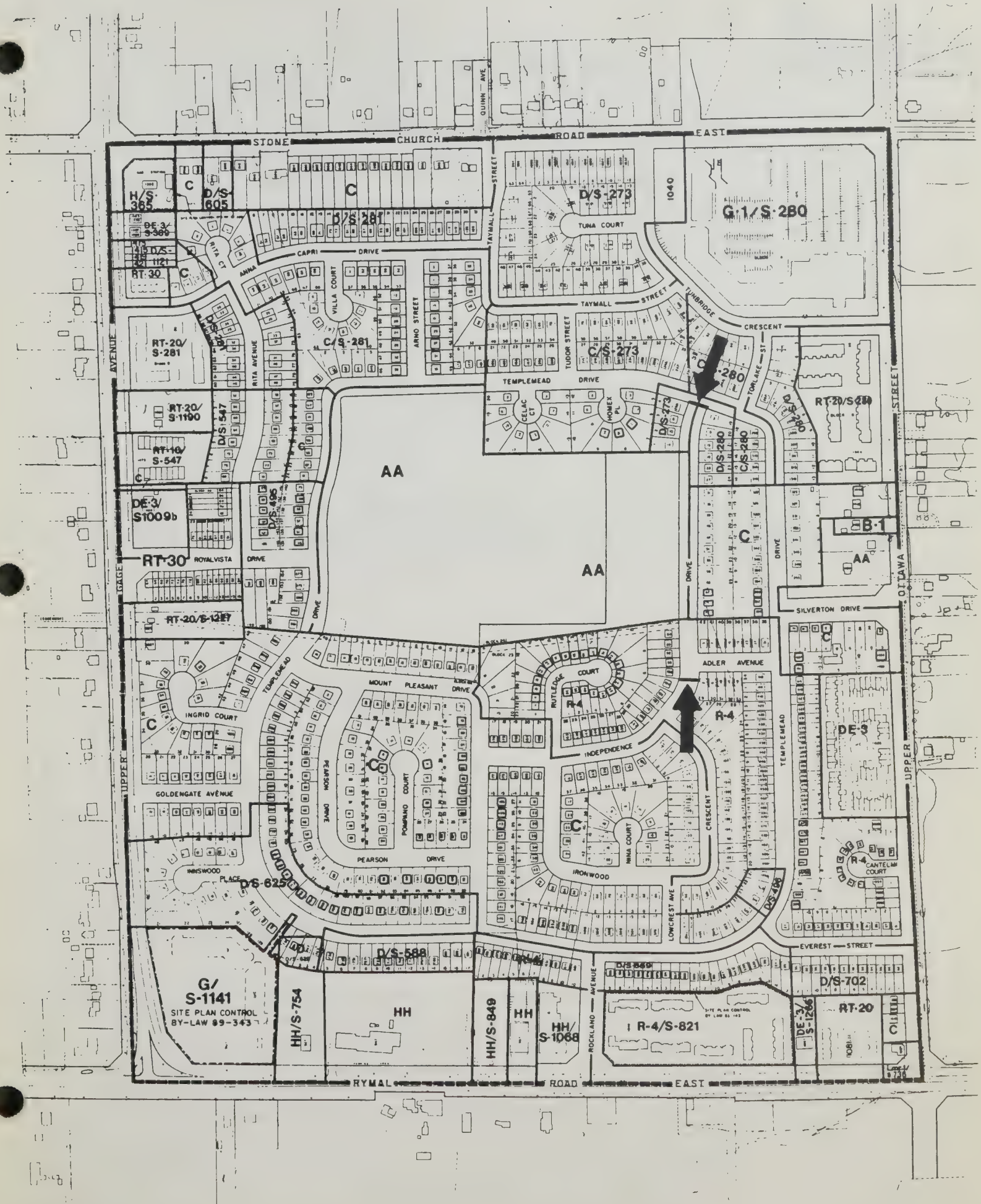
BACKGROUND:

Staff has received a petition signed by representatives of 25 of the 29 residential properties abutting Independence Drive between Templemead Drive and the south property line of No. 100 Independence Drive requesting that a "No Parking" regulation be implemented on the west side of the street in this area. Only one of the 25 petitioners is opposed to the requested regulation.

Independence has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of the street adjacent to Templemead Park.

Staff support the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. Therefore, since 86 percent of the abutting residents support the requested regulation and since virtually all residents have available off-street parking, such that no parking problems would be anticipated, staff concurs with the request.

CVB/MH/ca


STONE CHURCH ROAD EAST
QUINN AVE
TAYMALL STREET
TUNA COURT
D/S-273
G-1/S-280
1040
TUNBRIDGE CRESCENT
CAPRI DRIVE
ANNA
VILLA COURT
ARNO STREET
TUDOR STREET
TEMPLEMEAD DRIVE
TORLANE ST
CELAC CT
HONEX PL
C/S-280
D/S-280
RT-20/S-281
C/S-281
RT-20/S-1190
D/S-547
RT-10/S-547
AA
DE-3/S-1009b
RT-30
ROYALVISTA DRIVE
RT-20/S-1287
SILVERTON DRIVE
B-1
ADLER AVENUE
RUTLEDGE COURT
R-4
INDEPENDENCE
TEMPLEMEAD CRESCENT
DE-3
INGRID COURT
MOUNT PLEASANT DRIVE
GOLDENGATE AVENUE
PEARSON DRIVE
POMPANO COURT
NINA COURT
IRONWOOD
LOWCREST AVE
CANTEL COURT
INNISWOOD PLACE
D/S-625
D/S-588
EVEREST STREET
D/S-849
D/S-702
G/S-1141
SITE PLAN CONTROL BY-LAW 89-343
HH/S-754
HH
HH/S-849
HH/S-1068
ROCKLAND AVENUE
R-4/S-821
RT-20
DE-3/S-1266
RYMAL ROAD EAST
UPPER GAGE AVENUE
UPPER OTTAWA STREET

2(BXi)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 2
File No: TEC-148-95 / Author: Mike Trink

REPORT TO: Kevin Christenson, Secretary,
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Strathcona Avenue South between Main and King Streets
- Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Strathcona Avenue South between Main Street West and King Street West be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

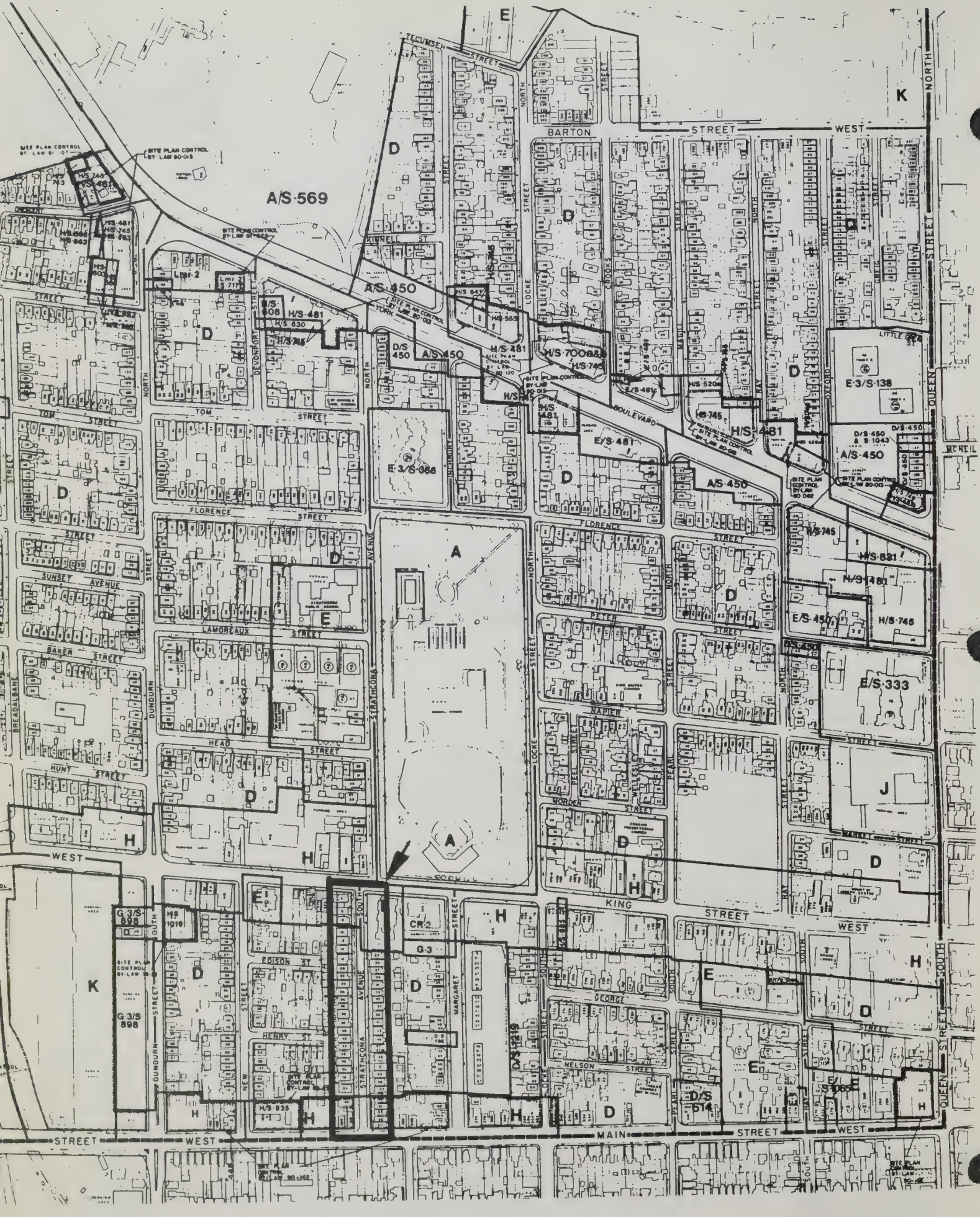
Sufficient funds are available to cover the cost of changing the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of 39 of the 49 one, two and three family dwellings abutting Strathcona Avenue South between Main and King requesting that the existing "Alternate Side Parking" regulation in this block be replaced with a "No Parking" regulation on the west side of the street and unrestricted parking on the east side. Of the 39 residents who signed the petition, 34 support the requested regulation, two have no opinion and three do not support the requested regulation.

Strathcona has a 24 foot pavement width and presently, there is an "Alternate Side Parking" regulation on the street in this block. There are 27 legal on-street parking spaces on the east side and only 15 spaces on the west side of the street in this block. Thus, the implementation of the requested regulation would provide 12 additional on-street parking spaces on a full-time basis. Therefore, since 69 percent of the abutting residents support the requested regulation, staff concurs with this request.

MT/CVB/jd


A/S-569
A/S-450
E/S-481
E/S-333
E-3/S-138
E-3/S-366
H/S-481
H/S-745
H/S-831
H/S-700&
D/S 450
A/S-450
BARTON STREET WEST
KING STREET WEST
MAIN STREET WEST
QUEEN STREET SOUTH
JAMES STREET NORTH
MACNEILL
TECUMSEH STREET
KINNELL ST
YORK BOULEVARD
FLORENCE STREET
TOM STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HUNT STREET
HEAD STREET
PEYTON STREET
NAPIER STREET
MORDEN STREET
EDISON ST
HENRY ST
GEORGE STREET
NELSON STREET
PEARL STREET
MARKET STREET
DEVONPORT STREET
INCHBURY
DUNDURN AVENUE
STRATHCONA AVENUE
MARGARET AVENUE
BREADALBANE
SITE PLAN CONTROL BY-LAW 80-253
SITE PLAN CONTROL BY-LAW 80-253
SITE PLAN CONTROL BY-LAW 80-253

2(B)(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 6
File No: TEC-150-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bold Street between Ray Street South and Queen Street South - Parking Regulations

RECOMMENDATION:

That a "Three Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the south side of Bold Street between the projected east curb line of Ray Street South and Queen Street South and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

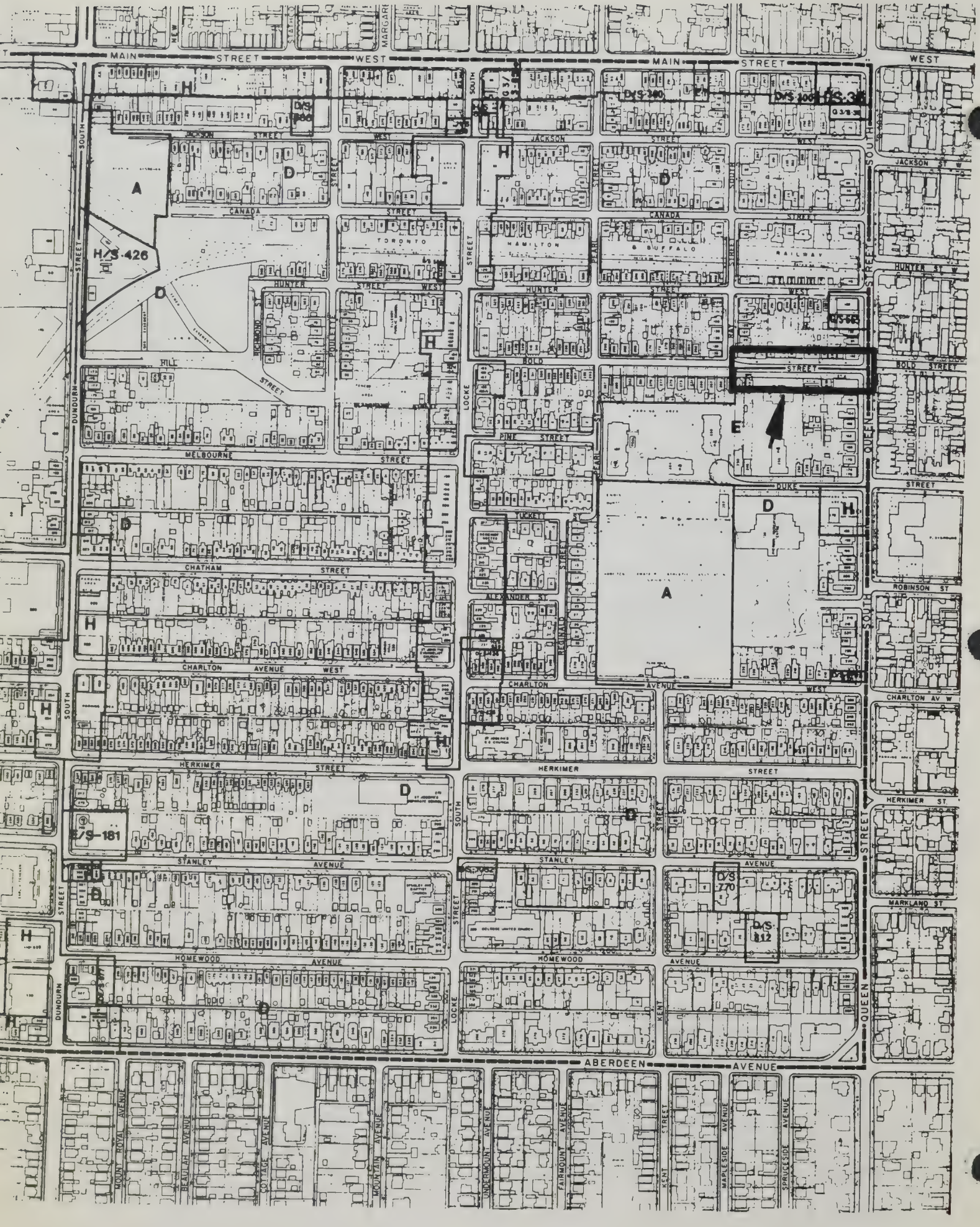
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. Annual charge for permits would off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 11 of the 15 one, two and three family dwellings abutting Bold between Ray and Queen, requesting that a "Three Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the south side of the street in this block.

Bold has a 28 foot pavement width, and presently there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking in this area. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents of one, two and three family dwellings may be entitled to purchase permits at a cost of $24. per permit each year to exempt their vehicles from the signed time limit. Therefore, since 73 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

MT/CVB/jd



135 127 21

CITY OF HAMILTON

2(B)(i)(1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1995 June 5
File No: TEC-151-95 / Author: Mike Trink

REPORT TO: Kevin Christenson, Secretary,
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hillcrest Avenue between Beulah Avenue and the easterly end of the Street - Parking Regulations

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Hillcrest Avenue between Beulah Avenue and Mountain Avenue be removed; and

b) That the existing "No Parking" regulation on the south side of Hillcrest Avenue between the extended east curb line of Mountain Avenue and the easterly end of Hillcrest Avenue be removed; and

c) That a "No Parking" regulation be implemented on the north side of Hillcrest Avenue between Beulah Avenue and the easterly end of Hillcrest Avenue; and

d) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

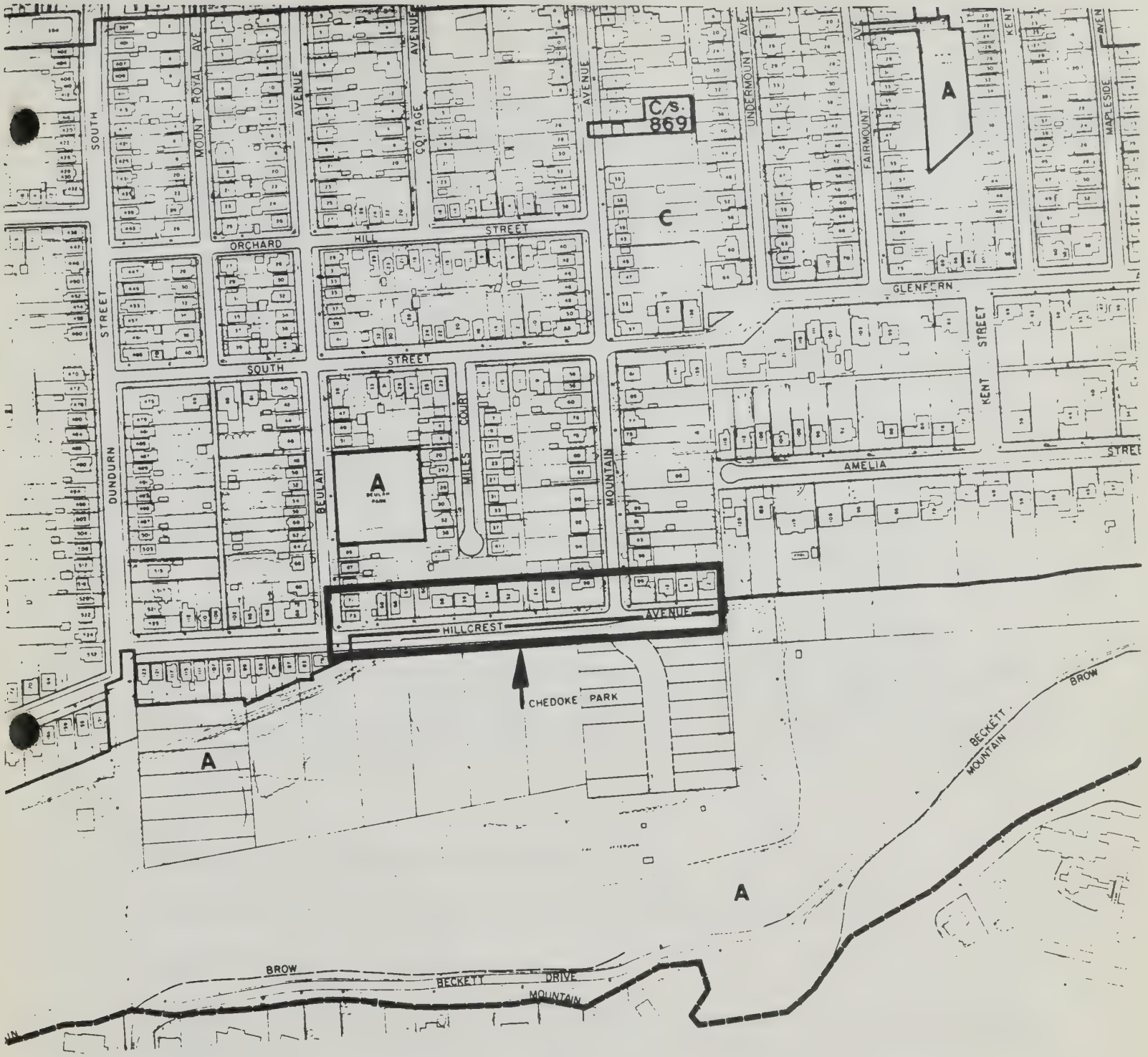
Sufficient funds are available to cover the cost of changing the subject signs.

BACKGROUND:

Alderman Mary Kiss has forwarded a petition signed by representatives of 14 of the 16 one, two and three family dwellings abutting Hillcrest Avenue between Beulah and the easterly end requesting that the existing "Alternate Side Parking" regulation on Hillcrest between Beulah and Mountain be replaced with a "No Parking" regulation on the north side of the street in this area. Of the 14 residents who signed the petition, 13 support the requested regulation and one is opposed.

Hillcrest has a 24 foot pavement width and presently, there is an "Alternate Side Parking" regulation on the street in this area. There are 30 legal on-street parking spaces on south the side and only 15 spaces on the north side of the street between Beulah and Mountain. Thus, the implementation of the requested regulation would provide approximately 15 additional on-street parking spaces on a full-time basis. Also, the residents have requested that the existing "No Parking" regulation on the south side of Hillcrest between Mountain and the easterly end be switched to the north side, and this would be consistent with the requested regulation in the block to the west. Therefore, since 81 percent of the abutting residents support the requested regulation, staff concurs with this request.

MT/CVB/jd


C/s. 869
SOUTH
MOUNT ROYAL AVE
AVENUE
COTTAGE
AVENUE
HILL
STREET
ORCHARD
STREET
SOUTH
STREET
DUNDURN
BEULAH
WILES
COURT
MOUNTAIN
AVENUE
UNDERMOUNT AVE
FAIRMOUNT
AVE
GLENFERN
KENT
STREET
AMELIA
HILLCREST
AVENUE
CHEDOKE PARK
BECKETT
MOUNTAIN
BROW
BROW
BECKETT
DRIVE
MOUNTAIN
A

2(BXiXm)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 6
File No: TEC-152-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Mary Street, south of Simcoe Street East
- Parking Regulations

RECOMMENDATION:

That the existing "No Parking" corner clearance on the east side of Mary Street which commences at Simcoe Street East and extends to a point 91 feet southerly therefrom be shortened such that the regulation commences at Simcoe Street East and extends to a point 70 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of relocating the subject signs.

BACKGROUND:

Staff received a request from Mr. Tai Hua, No. 384 Mary Street, that the existing "No Parking" corner clearance in front of his home be shortened to provide one additional on-street parking space.

In 1991, The City Council approved a recommendation for a 91 foot "No Parking" corner clearance on the east side of Mary immediately south of Simcoe since there were a number of right angled collisions. An investigation has revealed that the existing corner clearance could be shortened by 21 feet to provide one on-street parking space in front of Mr. Hua's home while maintaining adequate visibility. Records indicate that there has been only one reported collision at the intersection of Mary and Simcoe since the implementation of the existing corner clearance. Therefore, staff concur with this request.

MT/CVB/jd

J
F-1
J
600
DOCK SERVICE ROAD
E/S 28
D
D
J
BURLINGTON STREET EAST
D
MACAULEY STREET EAST
D
PICTON ST. EAST
D
PEMBROKE STREET EAST
D
SIMCOE STREET EAST
D
STRACHAN STREET EAST
J
K
WELLINGTON STREET NORTH

2(BXiX)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 6
File No: TEC-155-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 281 Paling Avenue - Request to remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Paling Avenue which commences at a point 628 feet south of Barton Street East and extends to a point 23 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

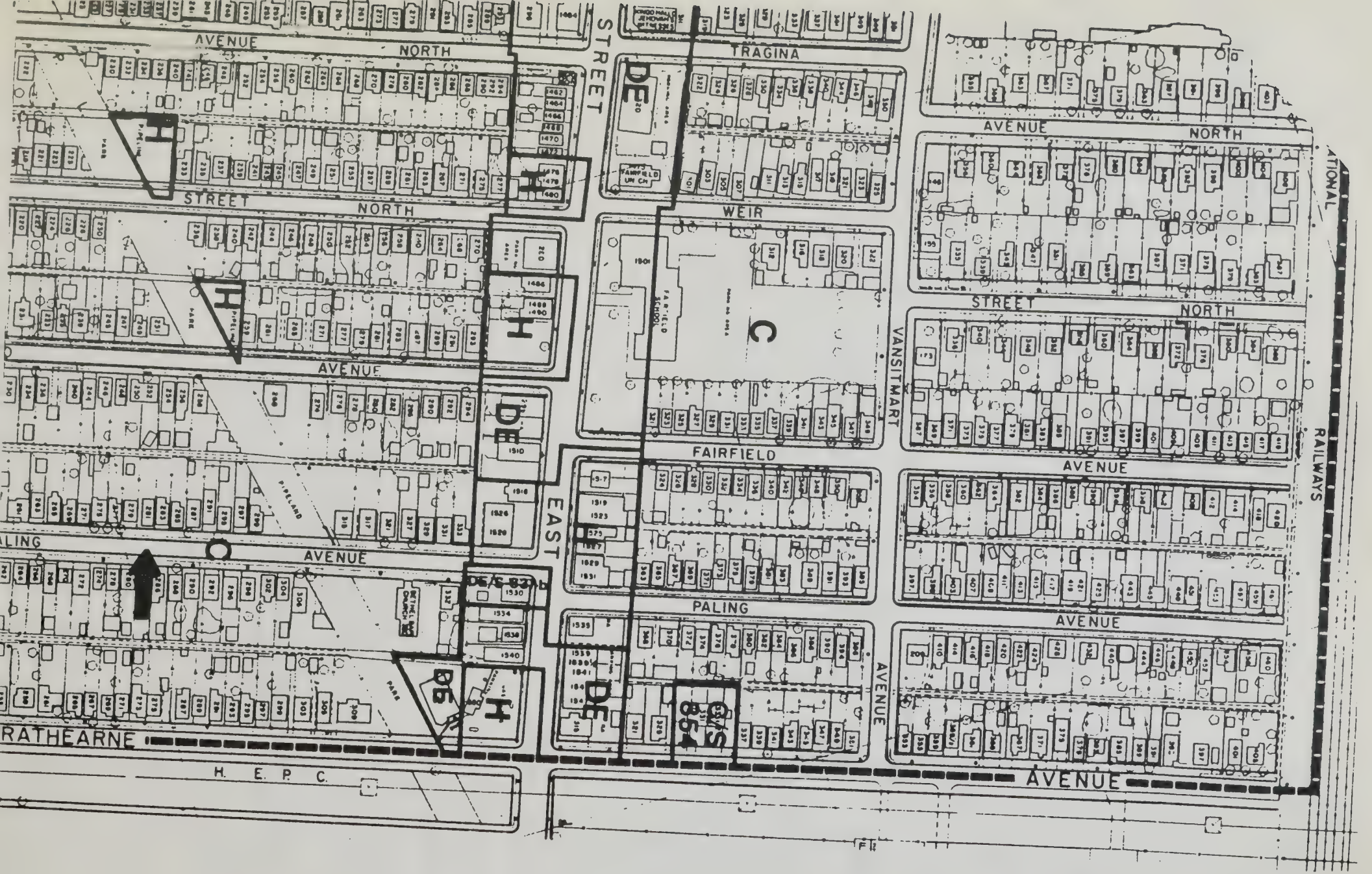
Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff received a request from Mrs. Wendy Archambault, No. 281 Paling Avenue, that the existing reserved "Permit Parking" space in front of her property be removed since she will be moving in June of this year. Staff has reviewed this matter and concurs with the request.

The removal of the subject regulation will restore one legal on-street parking which would be controlled by the existing "Alternate Side Parking" regulation.

MT/CVB/jd


AVENUE
NORTH
STREET
TRAGINA
WEIR
VANSITMART
FAIRFIELD
PALING
EAST
RATHEARNE
H. E. P. C.
RAILWAYS

2(BXiXo)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 6
File No: TEC-156-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bristol Street adjacent to No. 178 Sanford Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Bristol Street commencing at a point 26 feet east of Sanford Street North and extending to a point 29 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Lucy Simcoe, No. 178 Sanford Avenue North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

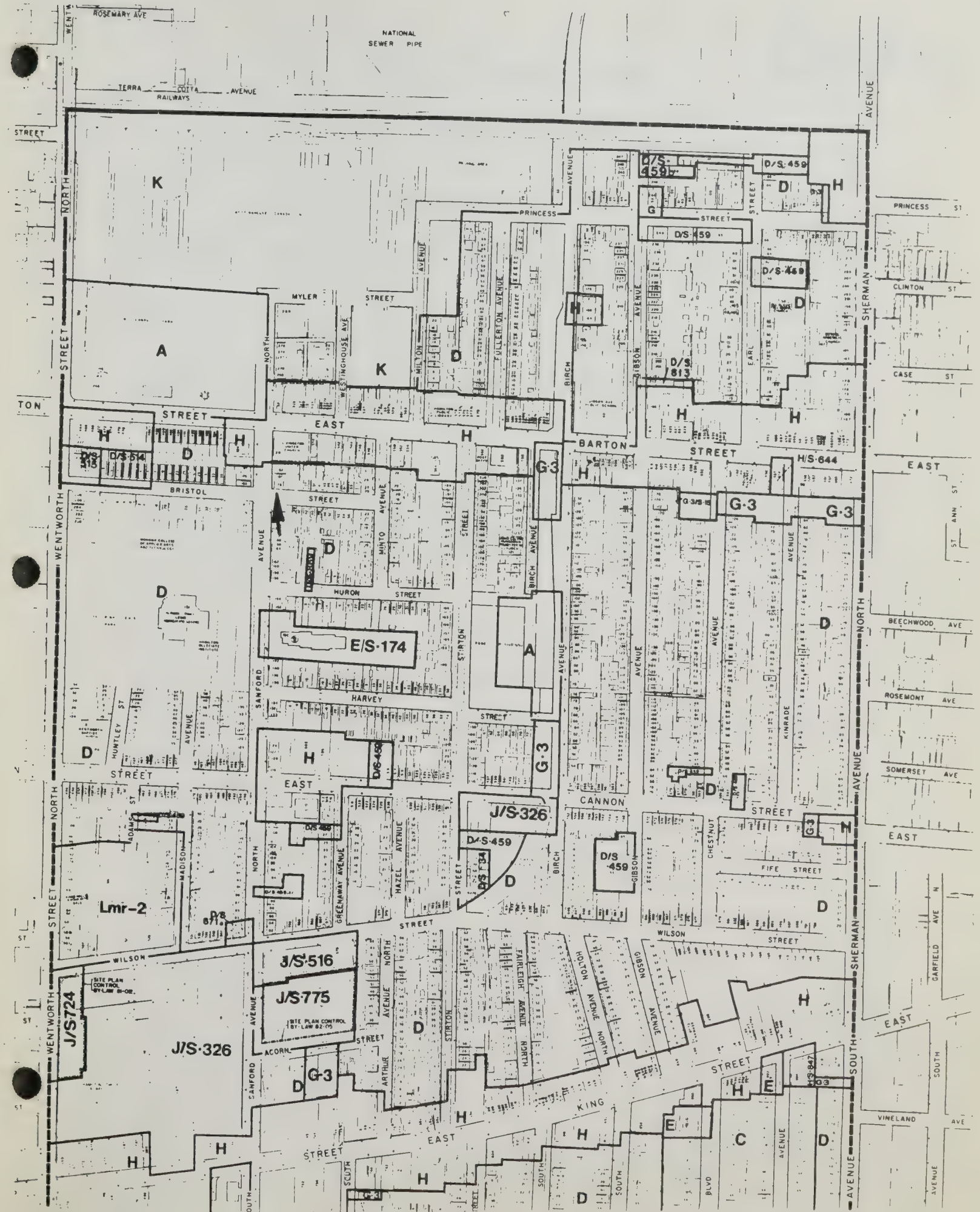
BACKGROUND:

Staff received a request from Mrs. Lucy Simcoe, 178 Sanford Avenue North, that a reserved "Permit Parking" space be designated on the north side of Bristol Street, adjacent to her home since she is disabled.

Bristol has a 24-foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides in conjunction with an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mrs. Simcoe has advised that she requires a space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation so as not to inconvenience area residents. Loading and unloading can occur on this side when parking is prohibited under the "Alternate Side Parking" regulation.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of an individual reserved "Permit Parking" space in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Simcoe possesses a valid permit. An investigation has revealed that there is a two-car carport at the rear of the property but that it is not a suitable alternative parking area since the nature of her disability prevents the applicant from walking the distance to the rear of the property. Therefore, staff concurs with the request.

MT/CVB/jd


ROSEMARY AVE
NATIONAL SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
PRINCESS AVENUE
PRINCESS ST
CLINTON ST
CASE ST
SHERMAN AVENUE
MYLER STREET
WESTINGHOUSE AVE
MILTON AVENUE
FULLERTON AVENUE
BIRCH AVENUE
GIBSON AVENUE
EARL STREET
BARTON STREET EAST
H/S-644
BRISTOL STREET
WENTWORTH STREET NORTH
HURON STREET
MINTO AVENUE
E/S-174
HARVEY STREET
SANFORD AVENUE
STANTON AVENUE
HUNTLEY ST
MADISON AVENUE
GREENAWAY AVENUE
HAZEL AVENUE
CANNON STREET EAST
J/S-326
D/S-459
CHESTNUT
KINRADE AVENUE
BEECHWOOD AVE
ROSEMONT AVE
SOMERSET AVE
FIFE STREET
WILSON STREET
Lmr-2
J/S-516
J/S-775
J/S-724
SITE PLAN CONTROL BY-LAW 82-03
ACORN
ARTHUR AVENUE
FAIRLEIGH AVENUE NORTH
HOLTON AVENUE
KING STREET EAST
VINELAND AVE
GARFIELD AVE N
SOUTH SHERMAN AVENUE

2(B)(i)(p)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 6
File No: TEC-157-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Scarlet Runner Florist, No. 74 Locke Street North - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 am. to 6:00 pm., Monday to Saturday" regulation be implemented on the east side of Locke Street North commencing 28 feet south of Peter Street and extending to a point 37 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

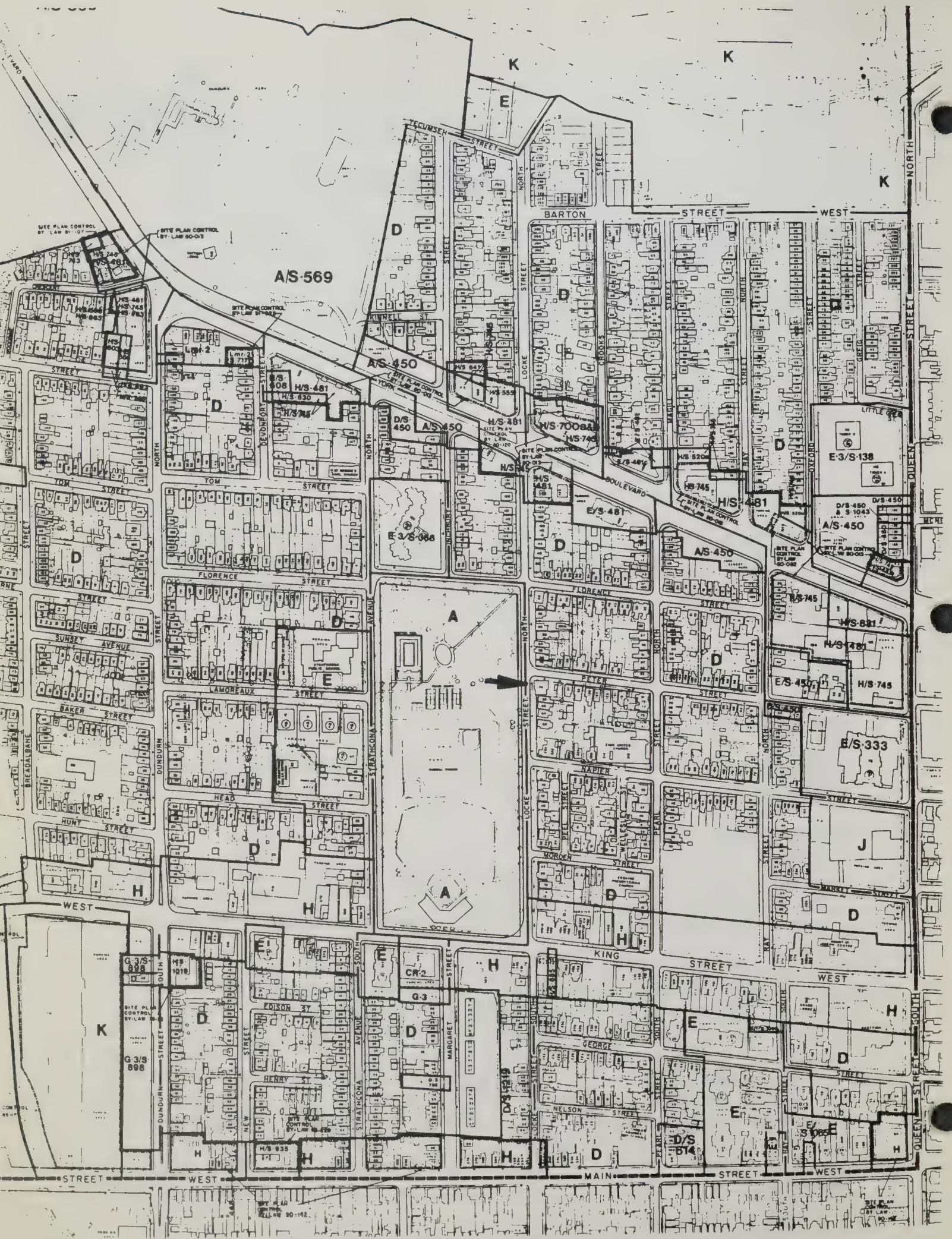
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Pat Boyd of Scarlet Runner Florist, No. 74 Locke Street North, that a "One Hour Parking Time Limit, 8:00 am. to 6:00 pm., Monday to Saturday" regulation be implemented on the east side of Locke Street North in front of this property.

Locke has a 30 foot pavement width, and presently, there is unrestricted parking on the east side and a "No Parking" regulation on the west side of the street in this area. Ms. Boyd has expressed concern regarding a shortage of short-term on-street customer parking for her business. Ms. Boyd would like to eliminate long-term non-resident parking in front of her business but would like to maintain parking for area residents. The implementation of the requested regulation would provide short term parking during the day, Mondays to Saturdays and area residents of one, two and three family dwellings may be entitled to purchase permits at a cost of $24. per permit each year to exempt their vehicles from the signed time limit. Therefore, staff concurs with the request.

MT/CVB/jd


A/S-569
A/S-450
E-3/S-138
E-3/S-386
E/S-333
BARTON STREET WEST
KING STREET WEST
MAIN STREET WEST
FLORENCE STREET
TOM STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HUNT STREET
HEAD STREET
NAPIER STREET
MORDEN STREET
EDISON ST.
HENRY ST.
GEORGE STREET
NELSON STREET
BOULEVARD
DUNDURN STREET SOUTH
STRATHCONA AVENUE
MARGARET AVENUE
LOCKE STREET SOUTH
QUEEN STREET SOUTH
BAY STREET SOUTH
PEARL STREET
MARKET STREET
TECUMSEH STREET
SITE PLAN CONTROL BY-LAW 80-003
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-142
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-028
SITE PLAN CONTROL BY-LAW 80-002
SITE PLAN CONTROL BY-LAW 80-142
Unit 2
H/S-481
H/S-745
H/S-831
H/S-1010
H/S-935
H/S-1043
H/S-7008
H/S-744
H/S-820
D/S-450
D/S-614
G-3/S-898
G-3
CR-2

CITY OF HAMILTON

2(8)(i)(q)

- RECOMMENDATION -

DATE: 1995 June 7
File No: TEC-158-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Chestnut Avenue between Cannon Street East and Wilson Street - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 24 Hours a Days, 7 Days a Week" regulation be implemented on both sides of Chestnut Avenue between Cannon Street East and Wilson Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

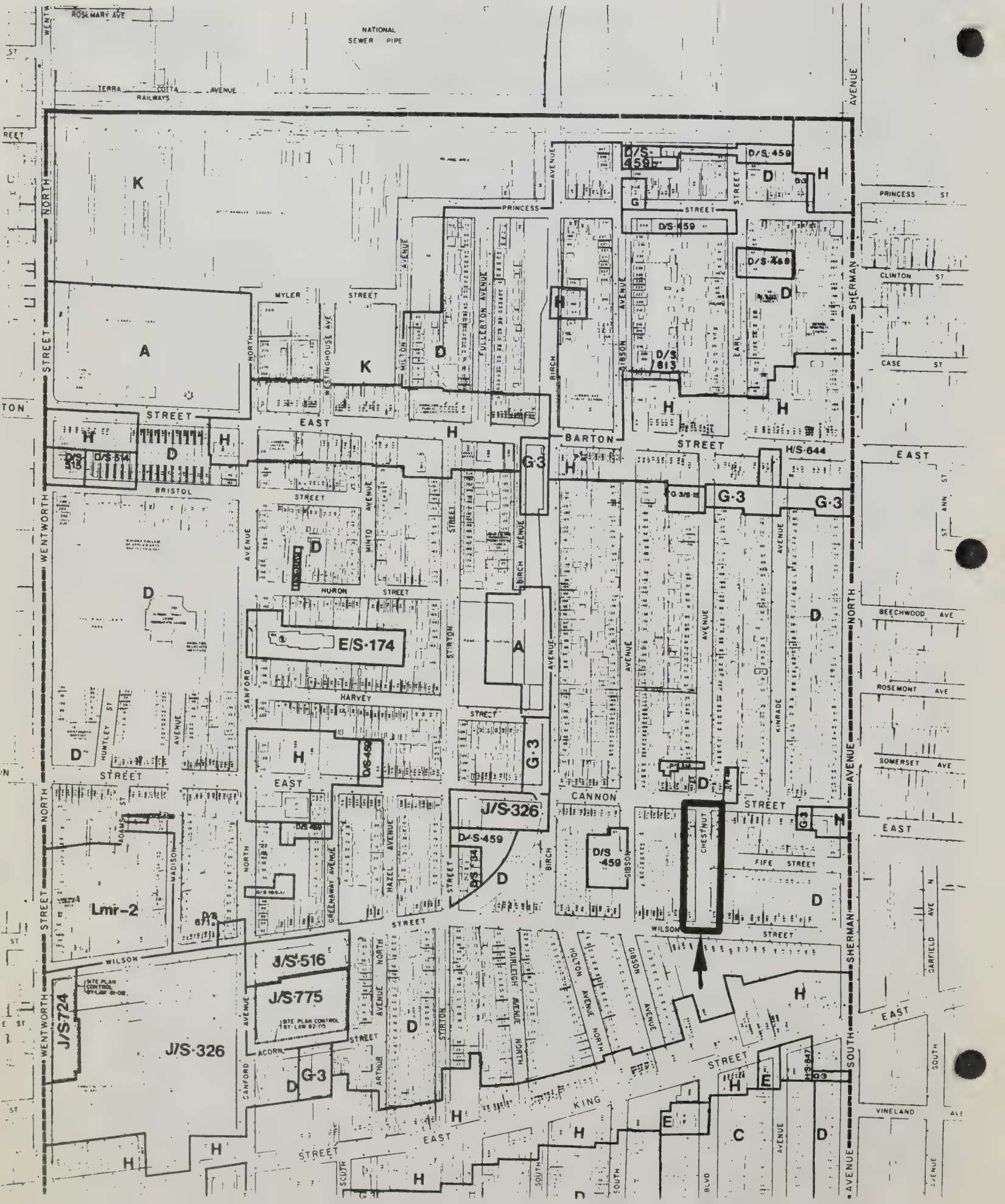
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit would off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 22 one, two and three family dwellings abutting Chestnut Avenue between Cannon Street East and Wilson Street requesting that a "One Hour Parking Time Limit, 24 Hours a Day, 7 Days a Week" regulation be implemented on both sides of the street in conjunction with the existing "Alternate Side Parking" regulation.

Chestnut has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition has expressed concern regarding long-term parking by area residents who do not reside on Chestnut. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents of one, two and three family dwellings may be entitled to purchase permits at a cost of $24. per permit each year to exempt their vehicles from the signed time limit. Therefore, since 77 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

MT/CVB/jd


ROSEMARY AVE
NATIONAL SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
PRINCESS STREET
MYLER STREET
EAST BARTON STREET
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET
WILSON STREET
KING STREET
FIFE STREET
CHESTNUT
ACORN
WENTWORTH NORTH
SHERMAN AVENUE
PRINCESS ST
CLINTON ST
CASE ST
EAST ANN ST
BEECHWOOD AVE
ROSEMONT AVE
SOMERSET AVE
GARFIELD AVE
VINELAND AVE
E/S-174
J/S-326
J/S-516
J/S-775
J/S-724
Lmr-2
D/S-459
D/S-514
H/S-644
SITE PLAN CONTROL BY-LAW 82-05

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 6
File No: TEC-159-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 180 Emerald Street South - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Emerald Street commencing at a point 101 feet north of the southerly limit of Emerald Street South and extending to a point 20 feet northerly therefrom and on the west side commencing at a point 93 feet north of the southerly end and extending to a point 23 feet northerly therefrom; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Paul Hamner, No. 180 Emerald Street South; and

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

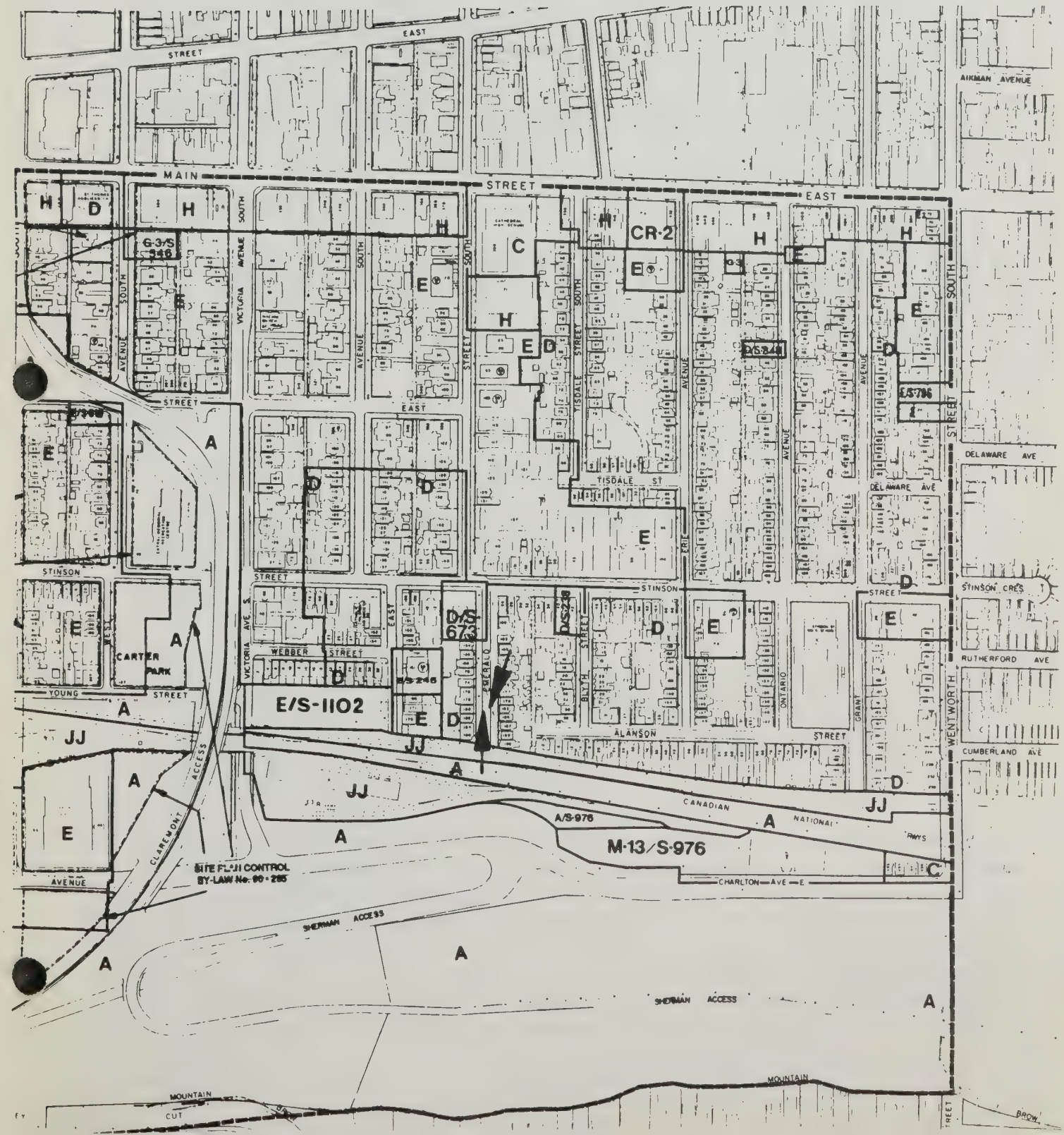
BACKGROUND:

Staff received a request from Mr. Paul Hamner, 180 Emerald Street South, that a reserved "Permit Parking" space be designated on the street in front of and across from his home since he is disabled.

Emerald has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to reserve a space on both sides of the street such that the applicant has a reserved space on a year round basis. Mrs. Mary Zerebny, No. 183 Emerald Street South has stated that she supports the installation of the requested regulation in front of her home for Mr. Hamner.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Hamner possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

MT/CVB/jd


MAIN STREET EAST
AIKMAN AVENUE
CR-2
G-3/S-946
E/S-1102
M-13/S-976
A/S-976
SITE PLAN CONTROL BY-LAW No. 90-285
SHERMAN ACCESS
CANADIAN NATIONAL RWYS
CHARLTON AVE E
CARTER PARK
CLAREMONT ACCESS
WEBBER STREET
TISDALE ST
ALANSON STREET
STINSON
DELAWARE AVE
RUTHERFORD AVE
CUMBERLAND AVE
WENTWORTH STREET
MOUNTAIN CUT
MOUNTAIN BROW

CITY OF HAMILTON
- RECOMMENDATION -

26BXiXa)

DATE: 1995 June 2
File No: TEC-149-95 / Author: Mike Trink

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Carriagegate Drive and Parkwood Crescent and Parkwood Crescent and Grandoaks Drive - Intersection Control

RECOMMENDATION:

That southbound traffic on Carriagegate Drive be required to stop for eastbound and westbound traffic on Parkwood Crescent and that eastbound traffic on Parkwood Crescent be required to stop for northbound and southbound traffic on Grandoaks Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

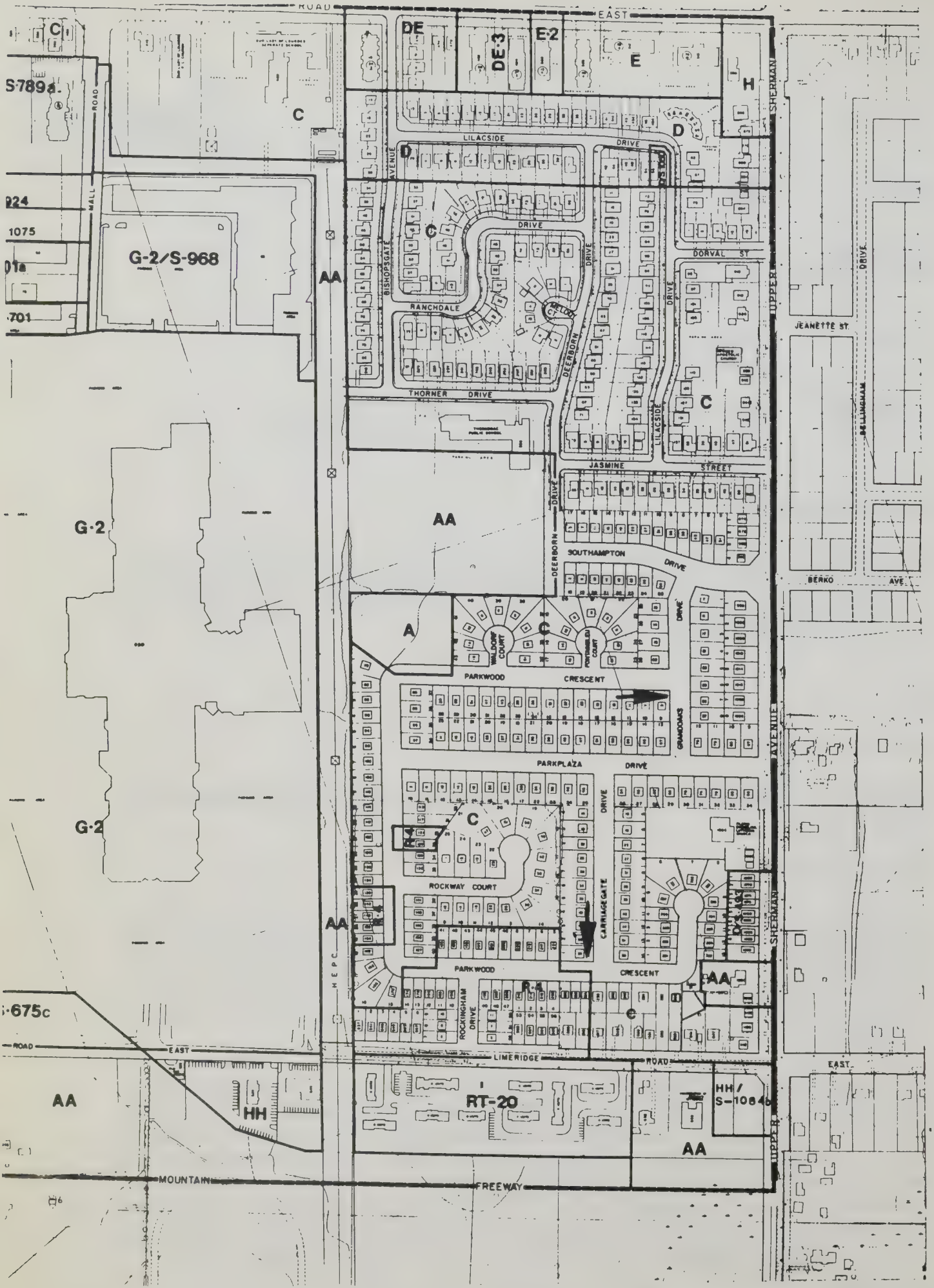
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff received a request from Luigi Petrella, 301 Parkwood Crescent, that stop control be implemented on the stem of the "T" at the intersection of Carriagegate Drive and Parkwood Crescent. Staff has reviewed stop control for the southeasterly portion of the Thorner Neighbourhood and has determined that it would also be appropriate to erect a stop sign on the stem of "T" at the intersection of Grandoaks Drive and Parkwood Crescent which also has no existing stop control.

The intersections of Carriagegate Drive and Parkwood Crescent and Grandoaks Drive and Parkwood Crescent are both "T" type intersections, and presently, there is no stop control at either of these locations. Records indicate that there have been no reported collisions at either of these intersections in at least the last seven years. This is an excellent collision record for this type of intersection. However, staff supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that stop control be implemented on the stems of these "T" type intersections.

MT/CVB/jd



65	18	98	CITY OF HAMILTON

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 25
Report No. TEC-136-95 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works/Traffic

SUBJECT: Intersection of McAnulty Boulevard and Agincourt Avenue - Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of McAnulty Boulevard and Agincourt Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

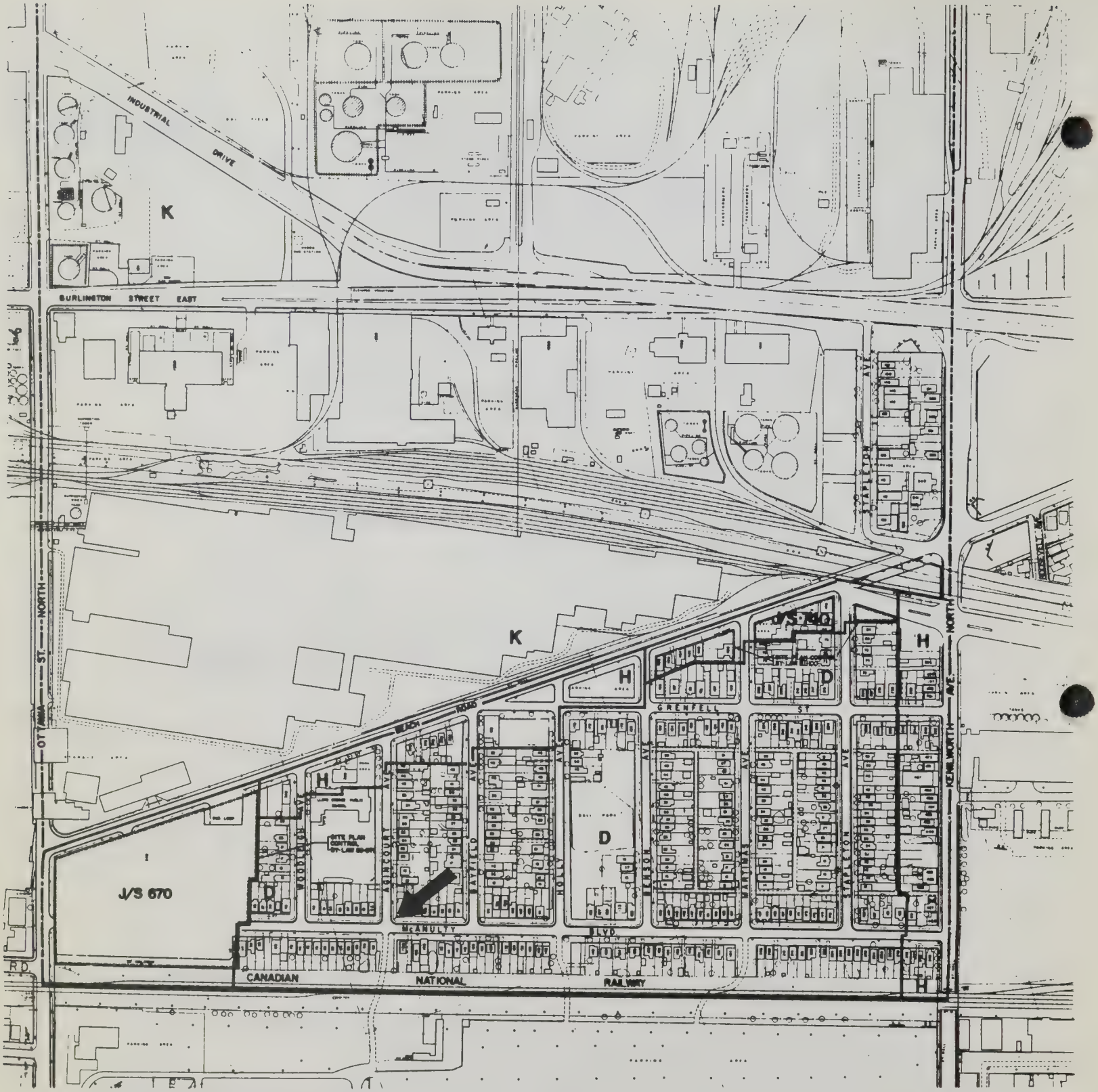
Sufficient funds are available in the 1995 operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Dave Wilson recently asked for an investigation into the need for a southbound stop sign on Agincourt Avenue at McAnulty Boulevard. The intersection of Agincourt and McAnulty is a three-leg intersection, and presently, eastbound and westbound traffic on McAnulty is required to stop for southbound traffic on Agincourt.

Although there has not been a reported collision at this intersection in at least the last seven years, experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Also, because of the proximity to Lloyd George Elementary School, at least one of the criteria respecting the use of all direction stop control at intersections is met. Therefore, the staff concur with the request for a southbound stop sign at the intersection of Agincourt and McAnulty.

MH/jd



80	79	78
72	73	74
36	34	66

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILT

INDUSTRIAL S

'E' AND McANI

ZONING

Neighbourhood Boundary

Zoning Boundary.

0 100

SCALE 50m

Prepared for The City of Hamilton

PLANNING

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 06
File No. TEC-160-95 Author: H. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Turn Prohibition - Binkley Road at Main Street West.

RECOMMENDATION:

a) That southbound left turns from Binkley Road to Main Street West be prohibited on a 24 hour basis seven days a week; and

b) That the left turn prohibition from Binkley Road to Main Street be implemented in conjunction with the installation of the proposed traffic signal at the driveway to 1581 Main Street West; and

c) That by-law 89-72 be amended accordingly.

H. Solomon for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1995 Traffic Sign Installation Budget for the necessary signing changes for this regulation.

BACKGROUND:

The Council of the Regional Municipality of Hamilton-Wentworth at the meeting of 1995 June 6, approved the installation of a traffic signal at Main Street West and the driveway to 1581 Main Street West. This driveway is located immediately east of Binkley Road.

The installation of this traffic signal was subject to much discussion with the proponents for

redevelopment of the site and with the neighbours of the residential area to the north of Main Street. The Transportation Services Committee approved the installation of the traffic signal with the understanding that left turns from Binkley Road to Main Street would be prohibited. This prohibition is based on three reasons. First, there are safety concerns with traffic exiting the west driveway of the Shell gas station which will be under signal control. These movements could conflict with traffic on Binkley Road in an unexpected manner. Second, the residents of Binkley Road are concerned that the redevelopment of 1581 Main Street West as a grocery store will cause their street will become a short cut to access the grocery store. Banning left turns from Binkley Road will eliminate this possibility. Third, a left turn from Binkley Road to Main Street West will be quite difficult in any case, as during times when the traffic signal is red for Main Street traffic, and Binkley traffic would normally be able to get onto Main Street, the queue from the traffic signal will block Binkley Road.

The residents of Binkley Road have been consulted in this regard and are in favour of the left turn prohibition.

Therefore it is recommended that the left turn prohibition be implemented at the time that the traffic signal for the driveway at 1581 Main Street West is installed.

HLS/ca


B/S-395
A/S-395
B/S-395
A/S-395
A/S-395
TOWN OF DUNDAS
Mc MASTER UNIVERSITY WEST CAMPUS
LANDS OF Mc MASTER UNIVERSITY
COOTES DRIVE
T H & B
HWY 403
SCHOLARS RD.
Spencer Creek
Cootes Paradise
HAMILTON CITY LIMITS
CITY LIMITS
THORNDALE CRESCENT
BINKLEY CRES
LAKECREST
SANDERS BOULEVARD
DALEVIEW
WESTBOURNE
KINGSMOUNT
HOLLYWOOD
NORFOLK
COTTRILL
MAIN STREET WEST
PARK
EWAN ROAD
RIFLE RANGE ROAD
RAILWAY
A
B
C
G
H

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 31
File No. TEC-140-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works/Traffic

SUBJECT: School Bus Loading Zone on Queensbury Drive adjacent to Blessed Kateri Tekakwitha School.

RECOMMENDATION:

a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Queensbury Drive be extended 40 feet westerly such that it commences 328 feet west of Upper Ottawa Street and extends 196 feet westerly; and

b) That the City Traffic Bylaw 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton-Wentworth Separate School Board has requested that the existing School Bus Loading Zone located on the south side of Queensbury Drive adjacent to Blessed Kateri Tekakwitha School be extended to accommodate an additional school bus.

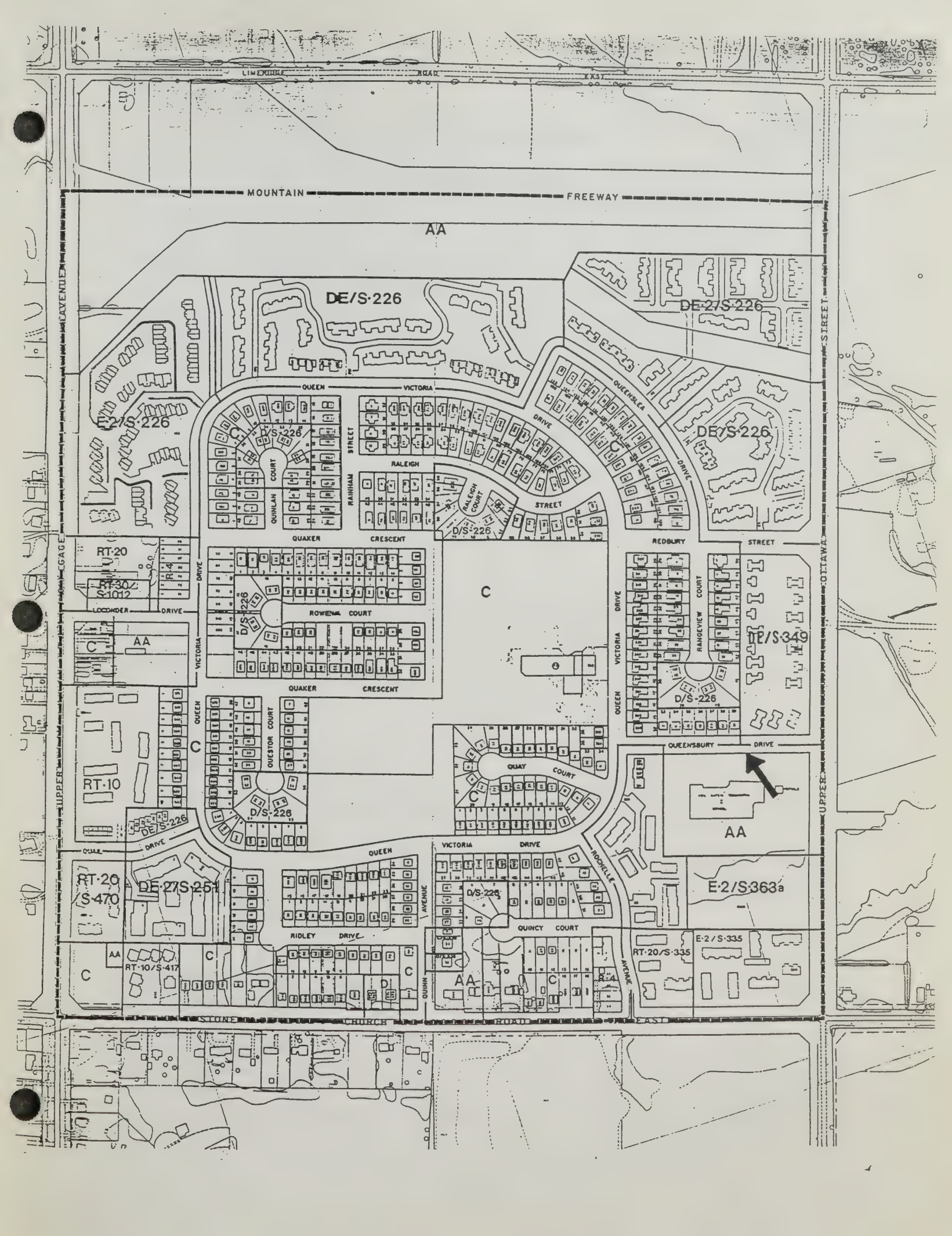
In 1991, City Council approved the existing School Bus Loading Zone. Staff have contacted Mr. V. Hubbard, the Principal of the school respecting this matter. The current School Bus Loading Zone does not provide sufficient curb side space for the six buses servicing the

school. There currently is one bus which must use its flashing red lights when loading\unloading, and traffic must stop in both directions. The principal has suggested that the existing School Bus Loading Zone be extended to accommodate this additional bus.

The section of street has been a problem area for several years in that available curb side space for parents and buses does not meet the demand during entry and dismissal times. The extension of the School Bus Loading Zone will reduce the area available for parents to pickup\drop off their children by two to three spaces. The principal is aware of this and in discussion with staff concluded that this reduction has less impact in the area than the bus when the flashing red lights are activated. Staff intend to monitor the area to ensure that conditions do not deteriorate further.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday regulation on the south side of Queensbury Drive in this area, thus there will be no impact on the neighbouring residential properties. As previously noted, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Queensbury Drive, the Traffic Department concurs with the request.

TA/jd


LIMEKILN ROAD
EXST
MOUNTAIN FREEWAY
AA
DE/S·226
DE·27S·226
DE/S·349
E·2/S·363a
E·2/S·335
RT·20/S·335
RT·20
RT·30/S·1012
RT·10
RT·20/S·470
DE·27S·251
RT·10/S·417
R4
C
D
D/S·226
DE/S·226
QUEEN VICTORIA DRIVE
QUEENSLEA DRIVE
RALEIGH STREET
RALEIGH COURT
RAINHAM STREET
QUINLAN COURT
QUAKER CRESCENT
ROWENA COURT
REDBURY STREET
RANGEVIEW COURT
QUEENSBURY DRIVE
QUAY COURT
QUESTOR COURT
VICTORIA DRIVE
ROCHELLE AVENUE
QUINCY COURT
RIDLEY DRIVE
QUINN AVENUE
LOCKINDER DRIVE
QUEEN VICTORIA DRIVE
UPPER CANADA DRIVE
UPPER OTTAWA STREET
STONE CHURCH ROAD EAST

2(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 30
File No. [TEC-139-95] Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works/Traffic

SUBJECT: Parkdale Avenue and Queenston Road - School Crossing Guard Request.

RECOMMENDATION:

That a School Crossing Guard be assigned to the intersection of Parkdale Avenue and Queenston Road during the morning, lunch and evening school crossing periods on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning, lunch and evening duty times is approximately $6300 per year plus administrative costs, and funds have not been budgeted. However, it is anticipated that this amount can be accommodated within the existing budget.

BACKGROUND:

Alderman Dave Wilson has requested an investigation into the need for a School Crossing Guard at the intersection of Parkdale Avenue and Queenston Road.

Staff undertook studies at the intersection on 1995 May 16. It was determined that there are approximately 189 crossings of Queenston and 127 crossings of Parkdale during the four crossing periods. The traffic signal at this location alternates the right-of-way such that pedestrians should have adequate opportunity to cross the roadway. However, children were

When considering the need for a school crossing guard at traffic signals, staff place an emphasis on turning traffic which conflicts with the movement of children during the walk time of the traffic signal. Experience has confirmed that when there is an average of 5 vehicles turning through the crosswalks during each cycle of the traffic signal timings, conflicts, delays or reduced confidence in the children is increased. The most frequently used crosswalks at the intersection of Parkdale and Queenston are averaging almost five turns per cycle. Therefore, it is recommended that a School Crossing Guard be assigned to the intersection of Parkdale and Queenston during the morning, lunch and evening school crossing periods on a permanent basis.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1995 June 01.

ERA/MH/ca

QUEENSTON ROAD
H/S-1042
H
C
DE
E-2
E/S-319
D/S-131
KING STREET EAST
CORONATION AVENUE
LAWRENCE ROAD
HIXON
COCHRANE ROAD
ROSSEAU ROAD
CHARLOTTE STREET
ERIN AVENUE
BETTINA AVENUE
MARTIN ROAD
SYLVIA CRESCENT
SINCLAIR COURT
PARKDALE AVE. SOUTH
GLENHOLME AVENUE
MAYHURST AVE.
HOLMESDALE AVENUE
SUMMERHILL AVENUE
GLENCAIRN AVENUE
WALTER AVENUE
CRAIGROYSTON AVENUE
ROSEWOOD ROAD
LUCERNE AVENUE
CENTRAL AVE
COULTER AVE
GLENDEE COURT
GLENDEE ROAD
ARLINGTON ROAD
HILLSIDE AVE.
SAMUEL ROAD
LAWRENCE RD.
ELAINE CT.
SYLVIA AVE.
SYLVIA CR.
PARKDALE ROAD
JOSEPH ST.
ISABEL AVE.
JEFFERSON AVE.
WALTER AVE S
CRAIGROYSTON RD
ROSEWOOD RD
PARKDALE AVE S
GLASSCO AVE
BELL AVENUE
H.E.P.C.

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 9

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Highway Closure) - The southerly half of the Public Walkway between 300 and 304 St. Andrews Drive - Joseph Leonard Raberts and Maria Egle Raberts

RECOMMENDATION:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

> the lands composed of the southerly half of Block "F" (Public Walkway) Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524 metres (5 feet) more or less, by a length of 31.0896 metres (102 feet) more or less, being regular in shape and situated immediately north of Lot 41, Plan M-27.

(b) That an Offer to Purchase (Highway Closure), duly executed by Joseph Leonard Raberts and Maria Egle Raberts, on 1995 June 2 and scheduled to close thirty (30) days after the enactment and registration of a by-law to stop up, close and sell the public walkway between 300 and 304 St. Andrews Drive, for the lands composed of the southerly half of Block "F" (Public Walkway) Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524 metres (5 feet) more or less, by a length of 31.0896 metres (102 feet) more or less, being regular in shape and situated immediately north of Lot 41, Plan M-27, municipally known as 300 St. Andrews Drive, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $1. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049,

(i) satisfactory Notice has been given to the pubic of the intended sale;

(ii) no appraisal of the fair market value of the real property being sold was obtained since Highway (Public Walkway) closures and sales are exempt from this requirement;

(iii) the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $1. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

Effective 1995 January 1 the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On 1995 February 14 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Realty Sales Procedure By-law 95-049. Section 5(a) of this by-law declares that "Real property of the City shall not be sold unless it is surplus to the requirements of the City."

The subject property has not been circulated because it is of insufficient size and cannot be independently developed, having value only to the abutting property owner.

A "For Sale" sign will be posted on the subject property not less than seven (7) days prior to the consideration of this intended sale by Council.

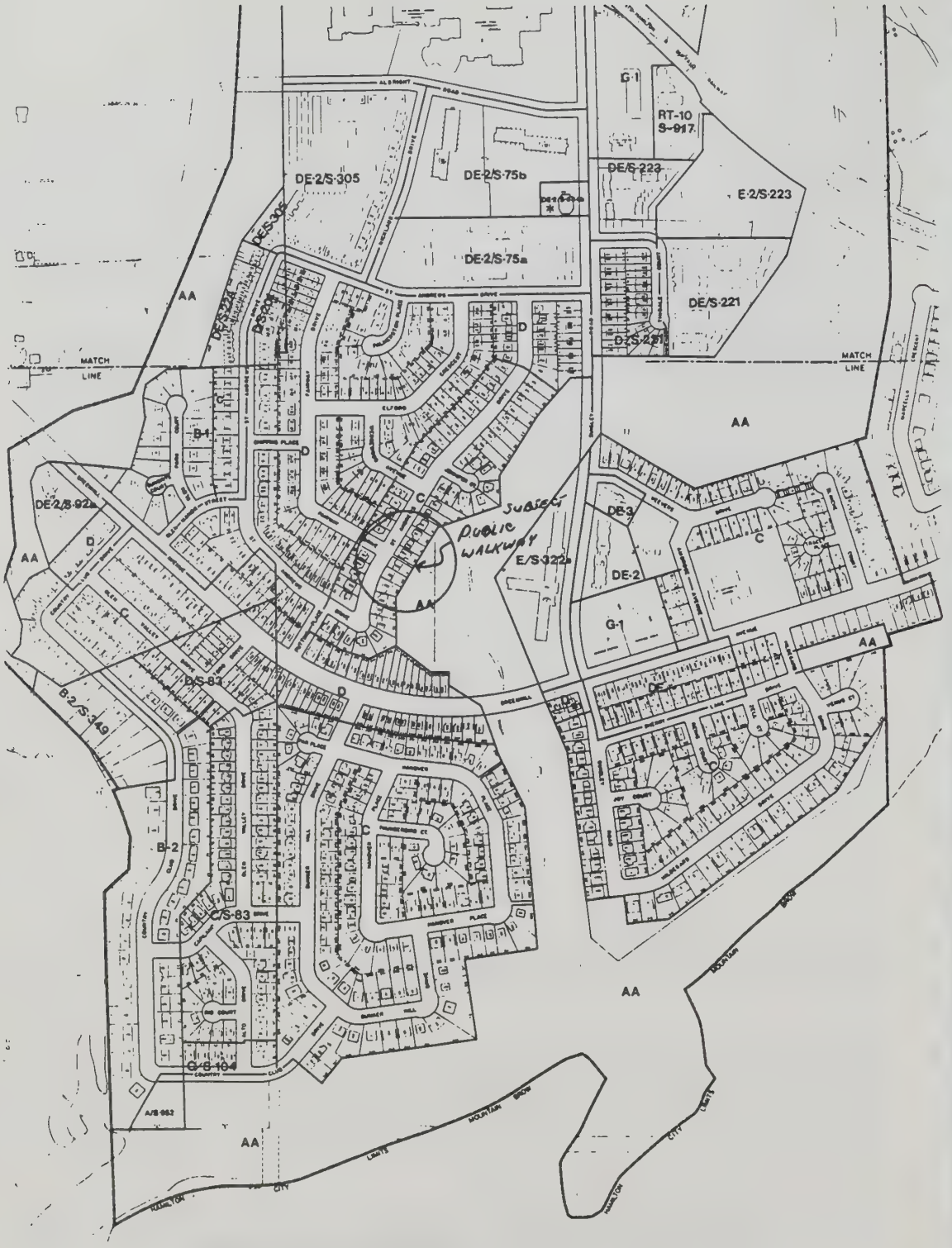
On 1995 May 9, City Council adopted Item 1 of the 6th Report of the Transport and Environment Committee thereby authorizing the disposal of the said lands to the abutting owners. Subsequently, the Real Estate Division of the Property Department met with the owners of the abutting properties at 300 and 304 St. Andrews Drive each of whom elected to purchase the half of the public walkway adjacent to their properties. This recommendation deals with the north half of the public walkway being purchased by the abutting owners at 300 St. Andrews Drive.

RWW/nw

c.c. P. Noé Johnson, City Solicitor
Attention: Jennifer Lessing

Allan C. Ross, Treasurer

K. M. Lau, Manager of Legal Surveys, Roads Department



* MODIFIED TO PERMIT BARBER SHOP / HAIRDRESSING ESTABLISHMENT

32 32 55 / 113 132 47 / 90 — This is not a Legal Document. For Zoning verification please contact City Building Department.	CITY OF HAMILTON VINCENT ZONING
Neighbourhood Boundary Zoning Boundary	SCALE 0 50m 100m NORTH
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING UNIT NO. 6402 — PAGE NO. 132

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 9

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Highway Closure) - The northerly half of the Public Walkway between 300 and 304 St. Andrews Drive - John Balsillie Ross and Christina W. Ferns Ross

RECOMMENDATION:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

> the lands composed of the northerly half of Block "F" (Public Walkway) Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524 metres (5 feet) more or less, by a length of 31.0896 metres (102 feet) more or less, being regular in shape and situated immediately south of Lot 40, Plan M-27.

(b) That an Offer to Purchase (Highway Closure), duly executed by John Balsillie ross and Christina W. Ferns Ross, on 1995 June 2 and scheduled to close thirty (30) days after the enactment and registration of a by-law to stop up, close and sell the public walkway between 300 and 304 St. Andrews Drive, for the lands composed of the northerly half of Block "F" (Public Walkway) Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524 metres (5 feet) more or less, by a length of 31.0896 metres (102 feet) more or less, being regular in shape and situated immediately south of Lot 40, Plan M-27, municipally known as 304 St. Andrews Drive, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $1. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049,

(i) satisfactory Notice has been given to the pubic of the intended sale;

(ii) no appraisal of the fair market value of the real property being sold was obtained since Highway (Public Walkway) closures and sales are exempt from this requirement;

(iii) the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $1. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

Effective 1995 January 1 the Municipal Act was amended by the Planning and Municipal Statute Law Amendment Act requiring municipalities to enact a by-law to establish procedures for the sale of real property owned by a municipality.

On 1995 February 14 City Council adopted Item 8 of the 5th Report of the Finance and Administration Committee and enacted the Realty Sales Procedure By-law 95-049. Section 5(a) of this by-law declares that "Real property of the City shall not be sold unless it is surplus to the requirements of the City."

The subject property has not been circulated because it is of insufficient size and cannot be independently developed, having value only to the abutting property owner.

A "For Sale" sign will be posted on the subject property not less than seven (7) days prior to the consideration of this intended sale by Council.

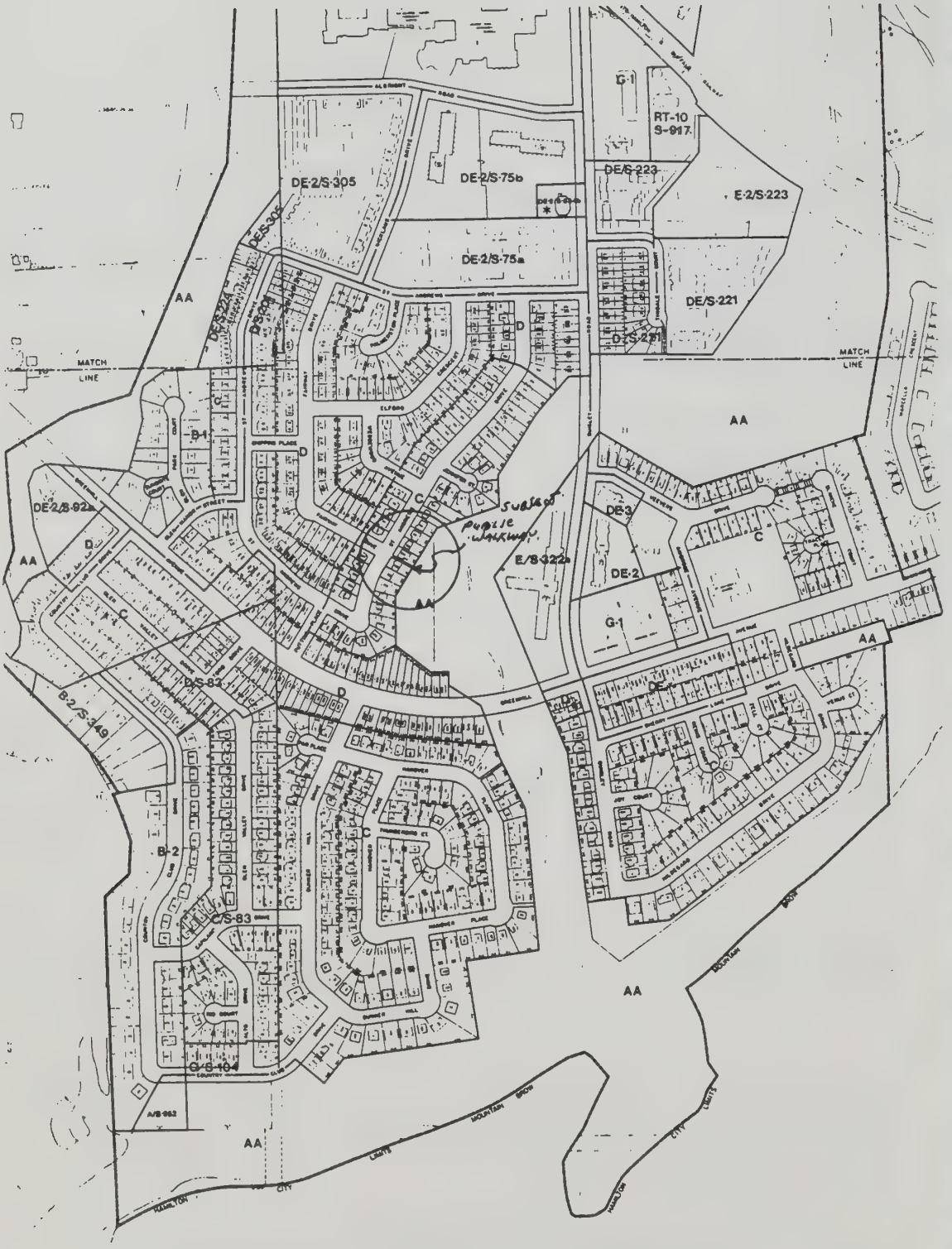
On 1995 May 9, City Council adopted Item 1 of the 6th Report of the Transport and Environment Committee thereby authorizing the disposal of the said lands to the abutting owners. Subsequently, the Real Estate Division of the Property Department met with the owners of the abutting properties at 300 and 304 St. Andrews Drive each of whom elected to purchase the half of the public walkway adjacent to their properties. This recommendation deals with the north half of the public walkway being purchased by the abutting owners at 304 St. Andrews Drive.

RWW/nw

c.c. P. Noé Johnson, City Solicitor
Attention: Jennifer Lessing

Allan C. Ross, Treasurer

K. M. Lau, Manager of Legal Surveys, Roads Department



* MODIFIED TO PERMIT BARBER SHOP / HAIRDRESSING ESTABLISHMENT

32 32 55 113 132 47 90	CITY OF HAMILTON VINCENT ZONING
This is not a Legal Document For Zoning Verification Please Contact City Building Department	
Neighbourhood Boundary Zoning Boundary	SCALE 0 50m 100m
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING UNIT NO. 6402 PAGE NO. 132

2(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 8

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Sale of One Foot Reserve - Termination
Part 27, Plan 62R-11788
Part of 273 Limeridge Road West

RECOMMENDATION:

That Item 68 of the 1st Report of the Transport and Environment Committee as approved by City Council on 1994 December 13, respecting the sale to the Region of a one foot reserve measuring 0.305 metres x 53.146 metres (1 foot x 174 feet) more or less, being shown as Part 27 on Plan 62R-11788, be rescinded in its entirety.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

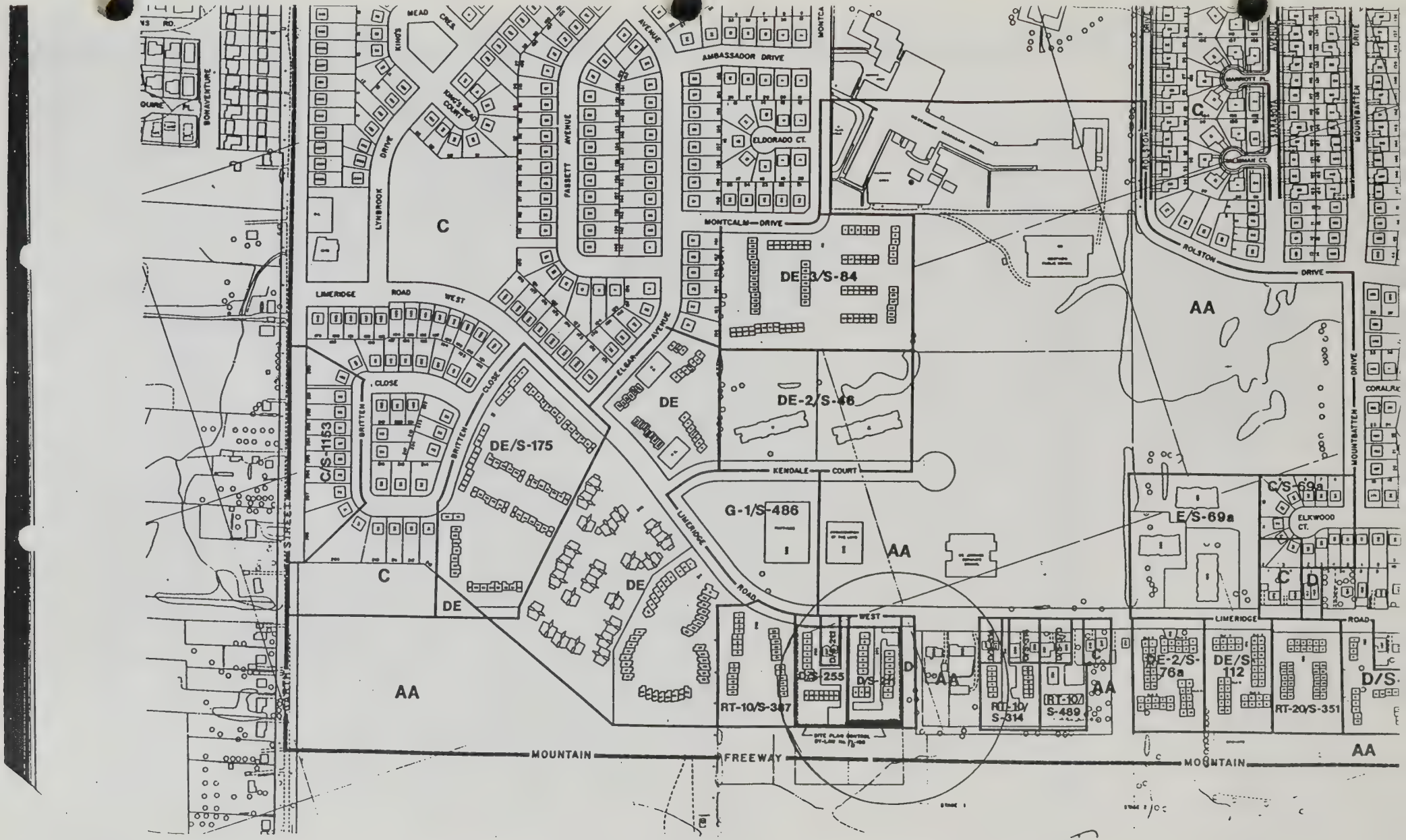
BACKGROUND:

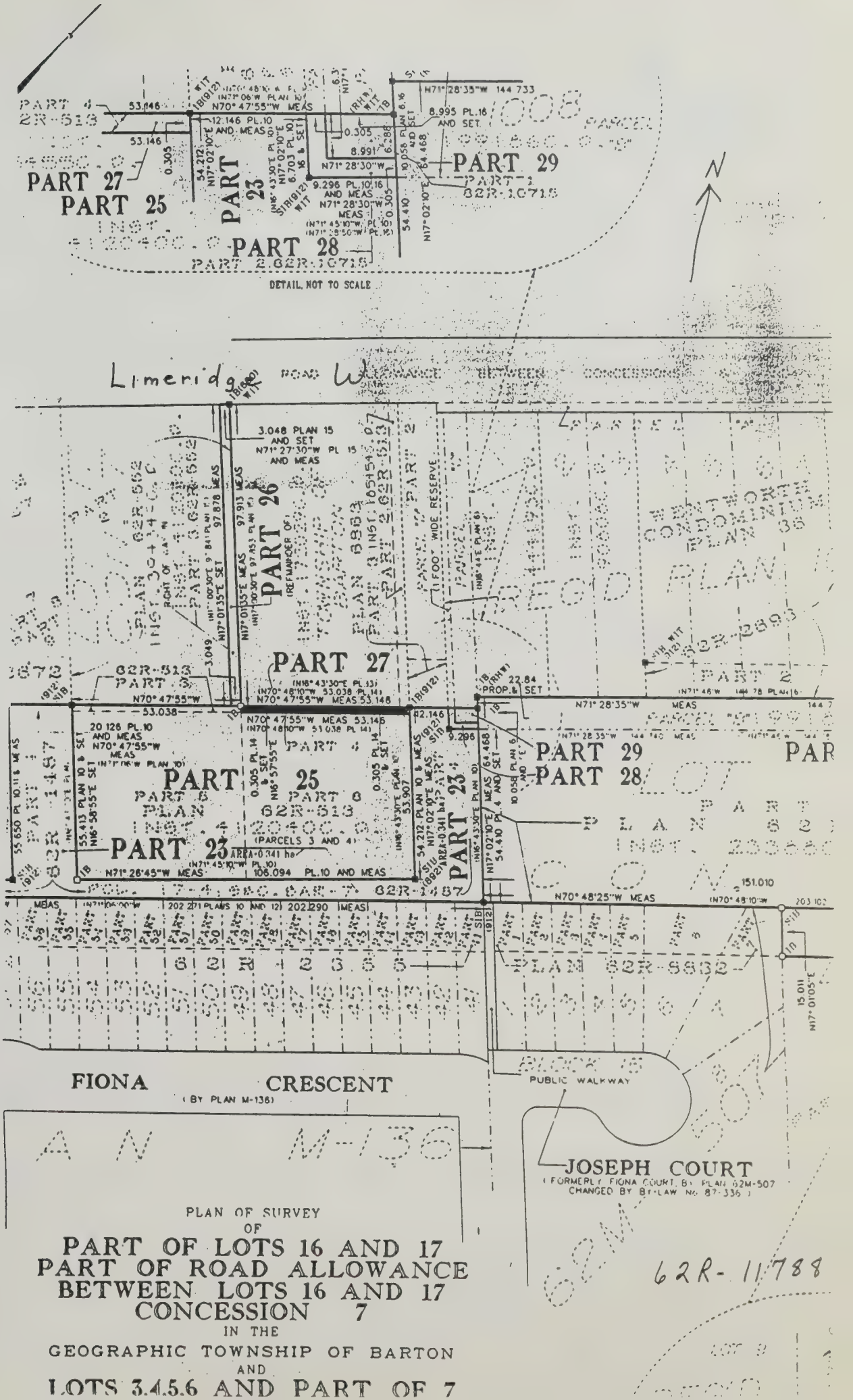
Upon conducting a title search of the property at the Land Registry Office, it was discovered that the Region is the owner of the subject land. Therefore the conveyance is not required.

REL/nw

c.c. P. Noé Johnson, City Solicitor
Allan C. Ross, Treasurer
C. Bandurka, Property Clerk, Surveys
R. C. Roszell, Commissioner and Corporate Counsel, Legal Services Department
Attention: Helen Vastis
John van der Mark, Director, Predesign and Special Projects

(80.10.31)


AMBASSADOR DRIVE
MONTCALM DRIVE
ELDORADO CT.
FASSETT AVENUE
LYNBROOK DRIVE
KING'S MEAD COURT
LIMERIDGE ROAD WEST
ELGAR AVENUE
CLOSE
BRITTEN
KENDALE COURT
LIMERIDGE ROAD
ROLSTON DRIVE
MOUNTBATTEN DRIVE
ELKWOOD CT.
MOUNTAIN FREEWAY
C
DE
DE-3/S-84
DE-2/S-46
DE/S-175
C/S-1153
G-1/S-486
AA
C/S-69a
E/S-69a
C
D
RT-10/S-387
RT-10/S-314
RT-10/S-489
DE-2/S-76a
DE/S-112
RT-20/S-351
D/S
AA



PLAN OF SURVEY
OF
PART OF LOTS 16 AND 17
PART OF ROAD ALLOWANCE
BETWEEN LOTS 16 AND 17
CONCESSION 7
IN THE
GEOGRAPHIC TOWNSHIP OF BARTON
AND
LOTS 3,4,5,6 AND PART OF 7

2(DX1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 6
T103-52 (119) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Discharge of Encroachment Agreement
89 Napier Street (R-95-32)

RECOMMENDATION:

(a) That the Encroachment Agreement for 89 Napier Street, registered as Instrument No. 9134 H.L., be discharged;

(b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 9134 H.L. in a form satisfactory to the Law Department;

Ted Gill
E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The owner of 89 Napier Street has requested that the Encroachment Agreement between the City of Hamilton and the owner, for a fire escape on the east side of the building on Hess Street, dated May 10, 1957 and registered as Instrument Number 9134 H.L. be discharged.

Since the fire escape has been removed from the road allowance, this Department has no objection to this request.

JKC:
cc: A. Ross, Treasury Department

2(D)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 4, 1995
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-95-34)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indeminify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: June 27, 1995

Location	Owner	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
36 Paisley Ave. S	A. & K. Martino	Steps 0.40m x 2.0m	Johnson,Ramsbottom and Castle	105/20	T103 50 (962)
434 MacNab St. N	Jones	Building 0.45'x 17.33' and 0.48'x 5.00' Garage 1.10'x 12.00'	J.J. Cvetkovic	111/20	T103 50 (1072)
19 Glassco Ave. N	T.Wilmer, J.Wilson	Steps 2.48"	CAW Legal Services Plan	134/20	T103 50 (1078)
221 Napier St.	V.Pinchin	Verandah 2.3' x 17.0'	CAW Legal Services Plan	134/20	T103 50 (1185)
60 West St. S	F. Seymour	Porch 0.088m x 4.02m	Rayner, White, Grant	138/20	T103 50 (1173)
68 Ashley St.	J.A.Turk & G.Armes	Steps 0.21m x 1.632m	Spears, Smith & Associates	138/20	T103 50 (1174)
290 Hess St.	J. McDougall Pearce	Verandah 13.41m X 0.323m	Bridle & Bridle	138/20	T103 50 (1171)
470 John St. N.	P.& F. Nogueira	Porch .228m x 6.867m	Borkovich & Ingrassia	138/20	T103 50 (1175)
393 Mary St.	G.S. Harrison	Pads 4.69m x 3.04m and 4.57m x 2.43m and 4.69m x 2.93m and 4.57m x3.14 0.74m x 0.72m	R.E. Walker	138/20	T103 50 (1176)
106 Picton St.	P.Romano & G.Reeve	Steps 1.5m x 1.2m	William Kosar	138/20	T103 50 (1163)
28 Mayflower Ave.		Steps 1.9m x 0.43m	Petrini,Rubinstein & Waxman	138/20	T103 50 (1172)
210 Queen St. South	W. Maloch	Cornice 11.887m x 0.417m		138/20	T103 50 (1178)

26(xiii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 5
S715-21 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City land into various streets by By-Law. (R-95-35)

RECOMMENDATION:

a) That the following City land be incorporated into a certain street:

Appleblossom Drive Part 2 Plan 62R-13389

b) That the By-Law to carry out the incorporation of the said land into the foregoing street, be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Appleblossom Drive	Part 2, 62R-13389 being part of Block 30, 62M-710	N/A	To provide access to abutting property and complete the width of Appleblossom Drive	S715-21

K:\ GM
cb:GM/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 2, PLAN 62R-13389
INTO APPLEBLOSSOM DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Appleblossom Drive within its limits, the land described below;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Appleblossom Drive.

Part Block 30, Plan 62M-710, designated as Part 2, on Plan 62R-13389.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said land.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

26(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 7
S726-168 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City land into various streets by By-Law. (R-95-36)

RECOMMENDATION:

a) That the following City land be incorporated into a certain street:

Berkindale Drive	Block 5	Plan 62M-590
	Block 30	Plan 62M-726
	Part 14	Plan 62R-13203

b) That the By-Law to carry out the incorporation of the said land into the foregoing street, be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Berkindale Drive	Block 5, 62M-590, Block 30, 62M-726 Part 14, 62R-13203	N/A	To provide access to Queenston Heights Subdivision and to complete the width of Berkindale Drive	S726-168

Kim GM
cb:GM/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 5 ON PLAN 62M-590, BLOCK 30 ON PLAN 62M-726
AND PART 14, ON PLAN 62R-13203
INTO BERKINDALE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Berkindale Drive within its limits, the land described below;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Berkindale Drive.

Firstly: Block 5, Plan 62M-590.

Secondly: Block 30, Plan 62M-726.

Thirdly: Part of Lot 2, Registered Plan 772, designated as Part 14, on Plan 62R-13203.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said land.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

CITY OF HAMILTON

- RECOMMENDATION -

20(X)iv)

DATE: 1995 June 8
T103-23 5 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Wesley Urban Ministries Street Festival R-95-37

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of Wesley Urban Ministries to temporarily close Rebecca Street between Ferguson Avenue and Mary Street on Friday June 16, 1995 from 1:00 pm to 7:00 pm, to hold a street festival, subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide a certificate of insurance evidencing $2,000,000 public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability;

iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

v) That all barricading be supplied by and at the expense of the applicant;

vi) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Director of Public Works and Traffic;

Cont'd...

Cont'd...

vii) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer;

viii) That no property owner or resident within the barricaded area be denied access to their property upon request;

ix) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from Wesley Urban Ministries to temporarily close Rebecca Street between Mary Street and Ferguson Avenue from 1:00 pm to 7:00 pm on Friday June 16, 1995 to hold a street festival. The event was held to promote community awareness of the various social service agencies within the closure area and to hold a barbeque for their regular clients.

As notice of this event was sent to all affected municipal departments and no objections were received, the Commissioner of Transportation/Environmental Services approved the event.

cc: P.C. D. Schwalm, Regional Police Services
cc: G. Kirchknopf, Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

2(D)(v)

DATE: 1995 June 9
T103-50 (1177) T103-50 (1165) M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Advertent Encroachment Agreements
90 Edgemont Street North
66 Ottawa Street North
(R-95-38)

RECOMMENDATION:

a) That the application of C.J. Poelmann, owner of 90 Edgemont Street North, to erect and maintain the encroachment of steps measuring 0.36m X 1.33m onto the road allowance of Edgemont Street, be approved during the pleasure of Council, provided

   i) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indeminfy and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

   ii) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

   iii) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment.

b) That the application of the YWCA, owner of 66 Ottawa Street North, to erect and maintain the encroachment of two doors, each swinging 1 ft. onto the road allowance of Dunsmure Road, be approved during the pleasure of Council, provided

   i) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indeminfy and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

Cont'd...

Cont'd...

ii) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

iii) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

Applications were received from C.J. Poelmann, owner of 90 Edgemont Street North, to erect steps measuring 0.36m X 1.33m onto the road allowance of Edgemont Street and the YWCA, owner of 66 Ottawa Street North, to erect two doors swinging out by 1 ft. each onto the road allowance of Dunsmure Road.

As the owners have paid the appropriate fees and as Council has approved these types of encroachments in the past, this Department has no objection to the placement of these objects on the road allowance.

MJP:
cc: A. Ross, City Treasurer

2(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 15

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1995 May 12	Transport 2000 Ontario Inc.	Transport Systems	1995 May 12
1995 May 12	E. M. Gill, Senior Director, Roads Department	Road/Walkway/Alley Time Schedule, Costs and Closure Procedures	1995 May 12
1995 May 16	Doug Lobo Director of Public Works	1995 Street Tree Removal Program	1995 May 18
1995 May 19	Ontario Good Road Association	Brochure "Why Roadway Service Standards?"	1995 May 19
1995 May 11	Jim Kelleher Director of National Systems Stewardship	Giant Canada Goose Brochure	1995 May 26
1995 June 7	P. J. Halliday Senior Director Environmental Services	PCB Storage Facility	1995 June 7
1995 June 7	P. J. Halliday Senior Director Environmental Services	Relocation of PCB Storage Facility	1995 June 7

Kevin C. Christenson, Secretary
1995 June 19

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1995

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL

Thursday, 1995 July 6
9:30 o'clock a.m.
Room 233, City Hall

JUN 30 1995

GOVERNMENT DOCUMENTS

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Painting of House Numbers on the Curb
   Karen Ryce and Chad Wozney

   (b) Co-operation For Peace
   Whitewash Human Figures of City Walkways
   Mr. David Jefferess

2. **CONSENT AGENDA**

3. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(a) Recovery of Servicing Costs on Fieldway Drive adjacent to lands of Regal Castle Developments Inc.

(b) 1995 Expenditures Related to Subdivisions
- Albion Mills Estates

(c) Proposed Street Closure
Hess Street South - Bay Area Jazz Festival (Report to Follow)

(d) Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton Wentworth

(e) Parkdale Bridge Repairs

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) PUBLIC WORKS DIVISION

(i) Maintenance Agreement

(ii) 1993 and 1994 City of Hamilton Road and Sidewalk Improvement Program Estimated Surplus

(b) TRAFFIC DIVISION

Intersection Control
Templemead Drive and Torlake Street

5. **ALDERMAN T. JACKSON**

Pedestrian Priority Signal
Intersection of Upper Sherman and Brucedale Avenue

6. **OTHER BUSINESS**

7. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
5.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back

Kevin C. Christenson, Secretary
1995 July 6

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 16
File No. TEC-172-95 / Author: H. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Painting of House Numbers on the Curb

RECOMMENDATION:

That the concept of painting house numbers on the curb not be supported and that no action be taken to permit the painting of house numbers on curbs of City of Hamilton roadways.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A recent request was forwarded to the Transport and Environment Committee from Ms. Ryce and Mr. Wozney for permission to undertake a program of painting house numbers on the face of curbs within the City of Hamilton.

Staff have reviewed similar proposals a number of times in the past. It was concluded that such a program could not be supported for the following reasons:

- It is doubtful that the numbers would be regularly visible since there are times when the curbs are wet and/or covered with dirt. In the winter, there would often be snow piled against the curb following plowing.

- The program is based on the homeowner paying for the numbering. This results in an unreliable system, as numbers are available in some districts and not others or for some houses on a roadway but not for others.

- There is no guarantee of continuous long-term maintenance of the numbers.

- Many streets in Hamilton have parking on at least one side and many streets have alternating parking based on the time of month. As such, much of the numbering would be obscured by parked vehicles for a substantial period of the time.

- There is a concern that some residents would deem a parking space adjacent to a numbered curb as being their own personal space, which would undoubtedly result in conflicts with neighbours.

The Fire Chief was contacted to determine whether such a numbering scheme would offer advantages in terms of emergency response. The Chief's reply is attached to this report. The Fire Department does not support such a numbering scheme.

Based on the factors above, the drawbacks of a house numbering system painted on the curb appeared to greatly outweigh any advantages. As such, it is not recommended that the City enter into an agreement to allow such a scheme.

HLS/klk
Attach.

HAMILTON FIRE DEPARTMENT

ADMINISTRATION DIVISION

MEMORANDUM

****

TO: Mr. Hart Solomon
Manager of Traffic Engineering and Operations
Department of Public Works and Traffic
Traffic Division

FROM: G. Baker
Chief
Hamilton Fire Department PHONE: 546-3341

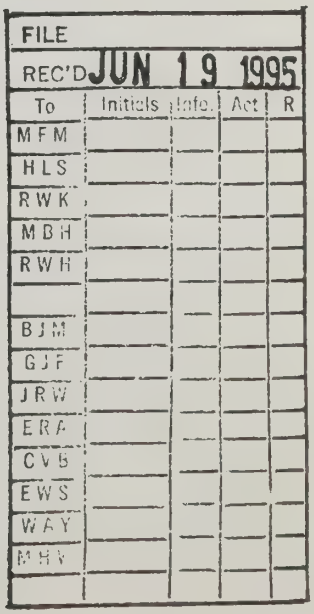
SUBJECT: **Painted Numbers on the Curb** DATE: 1995 June 16

Be advised that I have reviewed with my staff all information pertaining to the above-noted subject.

I fully concur with Mr. Murray Main's letter of March 16, 1995 to Mr. Todd Moore detailing the detrimental factors relating to the numbering of residential homes on City curbing.

The introduction of such a program would not benefit our emergency response personnel, therefore, I cannot support this request.

GB/nr



4/20 30

TRAFFIC DEPARTMENT

City of
HAMILTON

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-4510 / Fax (905) 546-2419

1995 March 16

Mr. Todd Moore
780 Mohawk Road West #118
Hamilton, Ontario
L9C 6P7

Dear Sir:

Re: Painting House Numbers on the Curb Adjacent to Residences

Your letter dated 1995 February 24 requested the permission of this Department for a proposal to paint house numbers on the curb adjacent to residences, such that each premise will be easier to find by emergency vehicles and by the general public. While the ultimate decision on such a program lies with the elected representatives of the City, this Department would be requested to report on the proposal. We provide the following in summary of our position in this matter.

Insofar as this Department is concerned, we would not support the proposal for the following reasons:

1. It is doubtful that the numbers would be regularly visible since there are times when the curbs are wet and/or covered with dirt. In the winter there is often snow piled against the curb following plowing.

2. We believe that regardless of the quality control of the numbering, the result would be unsightly, due to two reasons: First, not all houses would subscribe, so a "patchwork quilt" effect could evolve. Second, there would be no guarantee for continuous long-term maintenance of the numbering.

3. We are doubtful that a florescent paint would be visible or legible to motorists proceeding down the street, since reflectivity is generally only effective when the headlights are approaching the reflectorized device at an angle close to 90 degrees.

4. Most residential streets have parking on at least one side of the street. In the older portions of Hamilton, parking areas are heavily used. Often the parking shifts from one side of the street to the other each half of the month. Thus, most of the numbering would be obscured by parked vehicles. On streets where parking does not change sides, we anticipate requests to relocate parking solely on the basis of the numbering, which would be totally inappropriate.

5. Some residents would deem a parking space adjacent to a numbered curb as their own personal parking space, resulting in conflicts with neighbours.

6. This Department cannot spare the manpower required to oversee the contact preparation and carry out the necessary quality control inspections which would be our obligation with such a program.

7. We do not consider this device to be a legitimate traffic control device.

In summary, if requested by Council to offer an opinion on this matter, our response would not be favourable.

Yours truly,

Murray F. Main, P.Eng.
Director of Traffic Services

BJM/kg

c.c. Mr. Brian Malone, Senior Traffic Operations Engineer, Traffic Department

Karen Ryce and Chad Wozney
19 Lord Court
Hamilton, Ontario
L8E 4V8
(905) 573-9470

June 12, 1995.

Kevin Kristenson
Secretary of Transport and Environment Communication

Dear Mr. Kristenson,

We'd like to propose an idea we have regarding a student-owned and operated business, called CLARIFY YOUR ADDRESS. The purpose of this new business is primarily to simplify the identification of home addresses for emergency vehicles, in the Hamilton city community.

We have received guidance from: Alderman Fred Eisenberger; Doug Lobo:Public Works; Chris Firth-Eagland:Department of Streets and Sanitation and finally, we'd like to request the opportunity to propose the business to the appropriate community of City Hall, for final permission. Not only could it provide quicker emergency services to residential homes but also may provide vital jobs for unemployed students. We will require additional students in order to become successful, this number is directly proportional to the demand of the service.

Our business entails stencilling home addresses on the street

curbs directly in front of the houses, utilizing one of the following methods: yellow traffic paint used on the roads or a fluorescent white frame with dark interior numbers. Both methods would include light reflective paints, and the numbers will cover the majority of the curbs, accordingly to their various heights. The second method requires double the time to complete, because the frame would have to dry first. Additionally, because of the late start of the business it may be only possible to complete the east end of Hamilton, this summer, and the west end next summer.

The expenses would include:

Paint: yellow and white(road)	$32-35.00 per gallon
white(fluorescent) and black	$9.99-11.99 per 340 g
Stencils:two sets of four inch	$20.00
Gas	$15.00 per day
Flyers	$10.00 per 100
Advertisement	$30.00
Pictures	$30.00
Labour	by commission

The advertisement would include: The Spectator; bulletin boards: Cable 14; the radio and flyers. The labour costs would depend directly on the requests of the service, and therefore consequently resulting in payment by commission.

There are 3 avenues to operate the business:

1) STUDENT-OWNED AND OPERATED (Door to Door Canvassing)

Initially sending out flyers to the homes, one small area at time, which would explain the service, followed up the next day, by door to door requests and collection

of money, and finally the completion of the service. *(see Appendix A)*

Credits: a fee of $10.00 per house with receipts

2) SPONSORED BY CITY:

The city hires the appropriate number of students to standardize the addresses through out the Hamilton community.

3) JOBS ONTARIO

Provincial Government sponsors students to complete the work. This option provides a limited cost to the region and the city of Hamilton because Jobs Ontario would cover the cost of the labour.

By viewing the attached photographs it is apparent that the addresses are commonly difficult to locate. They are: not in a consistent, uniform position; not lit after dark; covered by bushes or not even present at all. *(see Appendix B)*

The business has the following considerations:

1) *Who's numbers are they once printed?*

-the responsibility of the house owners to ensure the visibility of their own addresses (ie. parked cars)

-the responsibility of the city, should the city take charge

-the responsibility of us, the students, to return yearly for maintenance

2) *What kind of maintenance would be provided?*

-considering construction and vandalism of various curbs we'd return each summer to replace if need be,

possible 1/2 price fee, or at the city's cost

3) *What percentage of the year are the addresses visible?*

-80% for the year. The winter is the only season that proposes a problem and it would be the responsibility of the home owners when shovelling their driveway, to shovel an extra foot where the addresses are located. Although, if the banks of snow, created by the snow plough, extend onto the road, shovelling a 6 foot high pile of snow may present problems.

4) *How long will the addresses last"?*

-this service could be available each summer or even every second, to ensure proper maintenance.

5) *Who would provide the costs for the starting of the business?*

-we have the money needed to supply the first gallons of paint, stencils etc., to start the business.

The above solutions for each considerations are dependent on the method in which the business will be carried out. In addition, we are open to any other suggestions.

Through research we have received the support of the Ambulance Department- R.Douglas Waugh: Acting District Supervisor and the Police Department- Sergeant.K.Leendertse: Community Services, in that, on occasions the location of home addresses for emergency situations may be assisted by the clarification of these numbers. *(see Appendix C)*

We would like to thank you for taking the time to read and consider our proposal and we would greatly appreciate the

opportunity to present our idea of this new business: CLARIFY YOUR ADDRESS, to City Council on June 19th, in hope for final permission.

Sincerely,

Karen Ryce Chad Wozney

APPENDIX A

CLARIFY YOUR ADDRESS
FOR PUBLIC/EMERGENCY SERVICES



Have your address stencilled in a consistent location which may provide quicker services in emergency situations.

Location:curb/front of house
Paint:light reflective
Size:
Price:$10.00
Phone#:

We will return _____ between 4pm and 9pm to answer any questions you may have.

This is a student owned and student run service with the permission of the city of Hamilton.

APPENDIX B



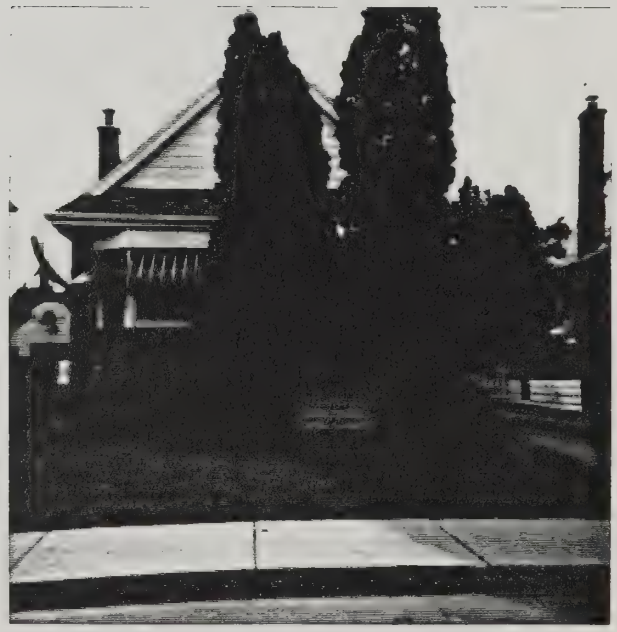
424 PARKDALE Dr.



14 DUNKIRK DR.



61 BARONS ST.



101 GARSIDE DR.

APPENDIX C

SUPERIOR Ambulance (1986) Limited
P.O. Box 3192, Station C
Hamilton, Ontario L8H 7K6
Telephone: 549-9906

June 6, 1995

To Whom It May Concern

I am fully in support of the proposal to display house numbers on street curbs. As an Emergency care provider, I have encountered on numerous occasions over the years, problems in identifying house numbers, due to lack of lighting, bushes or trees etc. covering the house numbers. I feel this proposal would definitely enhance an already excellent emergency services system, in the Hamilton Wentworth Region.

R. Douglas Waugh
Acting District Supervisor

Hamilton-Wentworth Regional Police

"In Partnership With Our Community"

June 10, 1995

Karen Ryce / Chad Wozney
19 Lord Court
HAMILTON, Ontario
L8E 4V8

Re: Clarify Your Address - Street Numbering.

Dear Students:

It is with interest that I read your proposal about stencilling the address of homes on street curbs to allow for the quick identification of locations for responding emergency vehicles.

In policing, anything that can assist officers in the quick identification of an address, assists in response time as well as officer safety. For some time now, our Police Service has supported visible numbering of homes in the front and the back. This concept is encouraged through Neighourhood Watch Groups to help neighbours and emergency units responding and investigating in areas to quickly identify the residence they are at or going to.

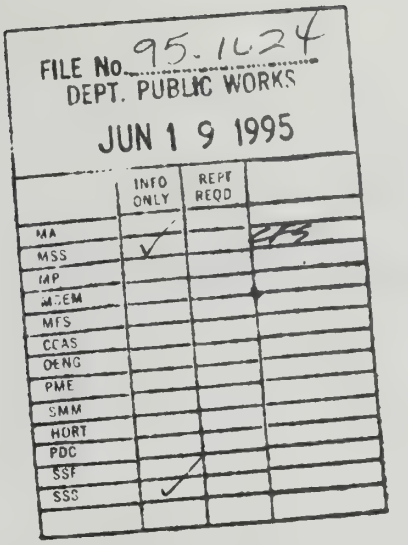
The Hamilton-Wentworth Regional Police Service supports the concept of curb numbering, however as you know, our Police Service cannot endorse any company or product.

On behalf of the Hamilton-Wentworth Regional Police Service, I wish you the best with your proposal to City Council.

Sincerely,

Sgt. Ken Leendertse
Community Services Coordinator.
546 4903

Chief of Police, Robert B. Middaugh
155 King William Street, Box 1060, LCD 1
Hamilton, Ontario, Canada L8N 4C1
Telephone (905) 546-4925



1(b)

David Jefferess
9 Hilltop Place
Dundas, Ontario
L9H 3Y5

Charlie Gibbs
Public Works
City Hall, 4th Floor
71 Main St. W.
Hamilton, Ontario

June 16, 1995.

Dear Mr. Gibbs,

I am writing to follow up on our phone conversation regarding the white-washing of human figures on city walkways. August 6, 1995 will mark the Fiftieth Anniversary of the atomic bombing of Hiroshima, Japan, as well as the commencement of the International Campaign to Legitimize Nonviolent Defence. To commemorate the anniversary of Hiroshima and to initiate the Campaign we would like to white-wash human figures on city walkways during the civic holiday weekend, August 5-7. Cooperation for Peace, Hamilton and Area, has designated the following locations as possible sites for white-washing during that weekend:

- Harbourfront and Pier 4 Parks
- the sidewalk in front of City Hall
- Gage Park
- Gore Park
- the Beach Strip

It is our intention to clean all affected walkways by Thursday August 10, the day following the anniversary of the atomic bombing of Nagasaki.

I have enclosed a brochure outlining the purpose of our organization and the Campaign for your information. If you have any questions, comments or concerns, don't hesitate to contact me personally at 627-4461 or phone/fax 549-7956. — no attachment included.

Thank you for your support and understanding.

In Peace,

DM Jefferess

David Jefferess

Interim Coordinator,
Cooperation for Peace, Hamilton and area.

3 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 22, 1995
E205-03(H), M.J. Inrig

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: **Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc. 870 Upper Wentworth Street, Hamilton (R-95-41)**

RECOMMENDATION:

a) That the direction of City Council regarding recovery of servicing costs on Fieldway Drive be maintained and the request by Regal Castle Developments Inc. for exemption from payment of these servicing costs be **DENIED.**

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount previously paid by the City to service the portion of Fieldway Drive adjacent to the lands of Regal Castle Developments Inc. is $ 13,802.90. In accordance with City Council direction that all costs associated with Fieldway Drive be recovered through the mechanism of 1' reserves, staff are recommending as a condition of Condominium Approval that Regal Castle pay their share of servicing costs on Fieldway Drive. Should the developer not be required to pay, then the City would have to absorb the servicing costs.

Cont'd...

Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc., 870 Upper Wentworth Street, Hamilton (R-95-41)

Cont'd...

BACKGROUND:

Owners of land at 870 Upper Wentworth Street (Regal Castle Developments Inc.) have made application (25CDM-93002R) to the Region for approval to register a Plan of Condominium. The subject property faces two streets, being Upper Wentworth Street and Fieldway Drive. Final condominium approval will be granted by the Region, subject to condition that the owners pay their share of outstanding servicing costs for the municipal services installed on Fieldway Drive. This condition is consistent with standard subdivision cost recoveries for block development.

On 1995 May 25 the Roads Department received correspondence from a solicitor acting on behalf of Regal Castle Developments Inc., objecting to payment of servicing costs on Fieldway Drive and requesting to appear before the appropriate Committee (copy of letter attached).

ORIGIN OF FIELDWAY DRIVE

The City undertook the establishment and construction of Fieldway Drive, at the request of several affected land owners in order to expedite development in the area as there were nine different owners involved at the time. On 1989 October 31 City Council approved Item 8 of the Transport and Environment Committee Report 17-89 authorizing the Property Department to acquire the necessary lands, the Law Department to prepare and register the necessary By-laws and a private consultant to provide survey and engineering design drawings for construction of Fieldway Drive. In addition, Item 8(e) of the same recommendation stated:

> " That all costs for this project including land, consultant's fees, construction and overhead, except the cost of the public walkway, be charged against the 1' reserves and recovered at the time of development of the abutting lands in accordance with standard subdivision policies."

Cont'd...

Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc., 870 Upper Wentworth Street, Hamilton (R-95-41)

Cont'd....

Standard subdivision cost recovery for block development under a plan of subdivision or condominium requires developers to pay all outstanding municipal servicing costs on all streets abutting, fronting or facing the block being developed. Unlike single and double residential lot development, there is no exemption of servicing costs given to block development when the block abuts streets both front and rear. Block development represents a higher density and yield per area than single and double lot development.

The City's authority to impose cost recoveries against a Plan of Condominium falls under Section 50 of the Condominium Act which directs the area municipality to implement the same requirements under Section 51 of the Planning Act that apply to Plans of Subdivision.

As the City undertook construction of Fieldway Drive on behalf of the adjoining land owners in order to facilitate development, it would be fair and reasonable to require these land owners to share the cost of the roadway instead of having the burden of the cost fall on the City. Therefore, staff is recommending that the direction of Council be maintained and the Owner's request for exemption from payment of servicing costs on Fieldway Drive be **DENIED.**

The lands of Regal Castle Developments Inc. are located west of Upper Wentworth Street and north of Limeridge Road in the Bruleville Planning Neighbourhood.

MJI:

cc: J. Lessing, City Law Department

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 May 30
E205-05, C.A. Unelli

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton Wentworth (R-95-31)

RECOMMENDATION:

That the Erosion & Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth, prepared by the Hamilton and Halton Region Conservation Authorities, dated April 1994, and entitled "Keeping Soil on Construction Sites" be adopted as a guide for the design of soil erosion and silt control measures within the City of Hamilton.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

**Erosion and Sediment Control Guidelines for
Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

cont'd...

BACKGROUND:

The Hamilton Region Conservation Authority and the Halton Region Conservation Authority have compiled guidelines for erosion and sediment control for the Hamilton Harbour Watershed and Region of Hamilton-Wentworth in a document entitled "Keeping Soil on Construction Sites".

The objective of this document is to provide guidelines on how to reduce erosion due to storm runoff and minimize the amount of sediment moving off construction sites and thereby prevent the degradation of the environment.

From an Environmental viewpoint, the adoption and usage of these guidelines will reduce erosion on construction sites thereby depositing less sediment in our waterbodies particularly into Cootes Paradise and Hamilton Harbour. This will result in improved aquatic habitats for fish and wildlife, enhanced natural areas and improved water quality those in receiving waterbodies.

There are economic advantages, in that it could be less costly to maintain the storm sewer system since there will be less sediment build-up in catch basins, laterals and storm sewer mainlines.

In adopting these Guidelines there will be added costs to the constructors to implement and maintain erosion and sedimentation control measures. However, these costs are offset by the benefits to the current taxpayers and future generations.

These guidelines are in keeping with the City of Hamilton Official Plan, adopted by City Council on May 11, 1982. Subsections B.2.3 and C.4 of the City's Official Plan refers to the City improving drainage capacity, reducing pollution and management of natural water courses. In addition, Subsection D.1 states "It is the objective of Council that this Plan, subsequent amendments, Neighbourhood Plans and by-laws conform with the Regional Official Plan". The Region's Official Plan specifically outlines the requirement for the preparation of Regional sediment and erosion control guidelines for construction sites.

cont'd...

**Erosion and Sediment Control Guidelines for
Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

cont'd...

As the mandate for surface drainage falls under the jurisdiction of area municipalities, it is important that the City adopt practices consistent with the guidelines to ensure a more co-ordinated approach to resolving the problems of excessive erosion and siltation from construction sites within the City.

A report with respect to these guidelines was previously adopted by Regional Council on May 2, 1995. A copy of Report RDS-95-42 and the related Council resolution is attached for your information.

To ensure that the guidelines are implemented, it is important to advise designers and constructors of public and private works of the requirements of the guidelines. To this end, Regional Roads Department are including the document in the most recent circulation of the Region's Specifications Book, which is received by consultants and contractors.
The guidelines will be implemented through the subdivision control process in the design stage and carried out during the construction stage. Copies of the guidelines and this report will be circulated to the appropriate City Departments for their use and implementation.

In conclusion we are recommending that the City adopt these Guidelines for erosion and sedimentation control.

CAU
attach.

cc: Mr. D. Lobo, Public Works Department
cc: Mr. L. C. King, Building Department
cc: Mr. D. Vyce, Property Department

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1995 April 11
E205-05, C. A. Unelli

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth (RDS-95-42)

RECOMMENDATION:

a) That the Erosion & Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth, prepared by the Hamilton and Halton Region Conservation Authorities, dated April 1994, and entitled "Keeping Soil on Construction Sites" be adopted as a guide for the design of soil erosion and silt control measures within the Region.

b) That a copy of Report RDS-95-42 be forwarded to the Environmental Services Committee for information.

c) That area municipalities be forwarded a copy of Report RDS-95-42.

d) That recommendation (a) be added as a new Corporate Policy.

E. M. Gill, P. Eng.

cont'd...

**Erosion and Sediment Control Guidelines for
Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

From an Environmental viewpoint, the adoption and usage of these guidelines will reduce erosion on construction sites thereby depositing less sediment in our waterbodies. This will result in improved aquatic habitats for fish and wildlife, enhanced natural areas and improved water quality in receiving waterbodies.

Social aspects would be enhanced since cleaner water would improve conservation lands for the overall enjoyment of everyone in the Region.

There are economic advantages, in that it could be less costly to maintain the storm sewer system since there will be less sediment build-up in catch basins, laterals and storm sewer mainlines. There is also the potential to reduce the cost of water purification and treatment due to cleaner water not requiring as much filtration to remove sediment.

In adopting these Guidelines there will be added costs to the constructors to implement and maintain erosion and sedimentation control measures.

cont'd...

**Erosion and Sediment Control Guidelines for
Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

cont'd...

BACKGROUND:

The Hamilton Region Conservation Authority and the Halton Region Conservation Authority have compiled guidelines for erosion and sediment control for the Hamilton Harbour Watershed and Region of Hamilton-Wentworth in a document entitled "Keeping Soil on Construction Sites".

The objective of this document is to provide guidelines on how to reduce erosion due to storm runoff and minimize the amount of sediment moving off construction sites and thereby prevent the degradation of the environment.

These guidelines meet the objectives of the Region's Vision 2020: The Sustainable Region as detailed in the sustainable community implications section of this report. These guidelines are in keeping with the Region's Official Plan, adopted by Regional Council on January 5, 1995. Section 2.1.2 of the Official Plan specifically outlines the requirement for the preparation of Regional sediment and erosion control guidelines for construction sites.

To ensure that the guidelines are implemented, it is important to advise designers and constructors of public and private works of the requirements of the guidelines. To this end, Regional staff are including the document in the most recent circulation of the Region's Specifications Book, which is received by consultants and contractors.

As the mandate for surface drainage falls under the jurisdiction of area municipalities, it is important that they be encouraged to adopt practices consistent with the guidelines to ensure a more co-ordinated approach to resolving the problems of excessive erosion and siltation from construction sites within the Region.

In conclusion we are recommending that the Region adopt these Guidelines for erosion and sedimentation control and that copies of this report be forwarded to each of the area municipalities.

CAU

ROADS
File No. E205-05
Letter No.
MAY 0 3 1995
Senior Dir.:
Admin. Assist.:
Fin. Admin.:
Program & Dev: Charlie V.
Predesign & SPO:
Design & Const.
PaRCIL:
Commissioner TESG:
Take Action: See Me:
Draft Reply: Info Only:
Filed by: Ans. by:

23. Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth (RDS 95-042)

a) That the Erosion & Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth, prepared by the Hamilton and Halton Region Conservation Authorities, dated April 1994, and entitled "Keeping Soil on Construction Sites" be adopted as a guide for the design of soil erosion and silt control measures within the Region;

b) That a copy of this report be forwarded to the Area Municipalities;

c) That recommendation (a) be added as a new Corporate Policy. **Item 4.15**

SECTION # 23 OF THE 5th REPORT OF THE TSC

AS ADOPTED BY REGIONAL COUNCIL ON MAY 2, 1995

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 26, 1995
S701-73 Eugene P. Chajka, P.Eng.

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director

SUBJECT: **1995 Expenditures Related to Subdivisions (R-95-42)**

RECOMMENDATION:

a) That a joint Detailed Storm Water Management Report, be conducted in the Albion Falls Neighbourhood, for the proposed draft plans of subdivision, Albion Mills Estates (City owned), and Redhill Vista, and that the City's share, of $18,000.00 of the estimated total cost of $30,000.00 be approved.

b) That the Finance and Administration Committee recommend the source of funding for this study.

c) That this recommended source of funding of the City's share for this study be reimbursed from the proceeds from the sale of the Albion Mills Estates lands.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated costs of the City's share of the Detailed Storm Water Management Report is $18,000.00. The total estimated cost of the study is $30,000.00.

cont'd...

1995 Expenditures Related to Subdivisions (R-95-42)

cont'd...

The City's share of costs ($18,000.00) is associated with the Detailed Storm Water Management Study for the City's Albion Mills Estates subdivision and the surrounding area, including lands to the south known as Redhill Vista subdivision.

The City's share, for the study is fully recoverable from the proceeds of the sale of City lands for Albion Mills Estates.

BACKGROUND:

The City of Hamilton owns property on the north side of Mud Street in the Albion Falls Neighbourhood which is being considered for disposal. This property is suitable for residential development, however, as a condition of development of this property, it will be necessary to produce a study that identifies the measures required to mitigate the negative effects of development on downstream lands. This includes erosion and water quality effects. Similarly, lands on the south side of Mud Street; (known as "Redhill Vista subdivision"), which are drained by the same tributary of the Red Hill Creek, require the same type of study as a condition of draft plan approval.

In order to eliminate duplication of effort and to be more cost effective the owner of "Redhill Vista" subdivision is agreeable to cost share a single study that addresses both properties. The costs shares are based on a prorata of the net developable areas of each property. The resultant shares on this basis are 60% to the City of Hamilton and 40% to the owner of Redhill Vista subdivision.

EC/ps

cc: A. C. Ross, City Treasury Department, Att: D. Cobb
cc: M. Watson, Real Estate Division, City Property Department
cc: Councillor D. Ross, Chairman, Fin.& Administration Committee
cc: S. Reeder, Secretary, Fin. & Adm. Com.

CITY OF HAMILTON

- RECOMMENDATION -

3(e)

DATE: 1995 June 28
RHW 95-34(BR) J Hudoba

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Parkdale Bridge Repairs (R-95-44)

RECOMMENDATION:

That the Commissioner of Transportation/Environmental Services be authorized and directed to proceed with repairs to the Parkdale Avenue Bridge at a revised estimated cost of $620,000, with the increased cost of $120,000 being funded from the 1993 and 1994 Capital Program surplus.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Funding is available from surpluses in the 1993 and 1994 Capital Program for the additional $120,000.

BACKGROUND:

The Capital Budget amount for original repairs was set at $500,000. During the final design, the consultant, (C.C. Parker), and the staff determined that a badly deteriorated centre pier would have to be replaced with a completely new pier and bearings. The additional cost for new pier, including temporary support system and engineering, is approximately $120,000.

It would not be cost-effective to proceed with rehabilitation without a new centre pier, and staff recommend that the additional $120,000 be provided for this work.

JH/GB:bc

c.c. A. Ross, Treasurer, City of Hamilton
Att: N. Adhya

4(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Maintenance Agreement

RECOMMENDATION:

a) That Fleet Services Division, Department of Public Works and Traffic be authorized to perform fleet services and general maintenance and repairs on vehicles owned by The Hamilton Red Cross.

b) That City Council adopt the proposed by-law in the form attached, Appendix A, fixing the terms, conditions and charges for these services.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City has authority to pass a by-law pursuant to S. 207 (23) of the Municipal Act to authorize the provision of these services.

The City would be accepting potential liability for claims alleging damages as a result of negligent repair to Red Cross vehicles.

BACKGROUND:

Hamilton Red Cross Association approached Fleet Services with a request to provide fleet services and general maintenance. It was agreed that it would be a win/win situation for both parties. For Fleet Services it would provide additional revenue and supplementary work during the non peak times and assist us in reducing overall overhead costs. For the Hamilton Red Cross Association they would benefit from a multiple group of cost saving items provided by Fleet Services, such as; reduced labour rates, economies of scale, one stop shopping, large pool of diversified mechanical staff, administrative support, etc. The cost savings for the Hamilton Red Cross Association would enhance their ability to deliver their service to the community.

BACKGROUND: Cont'd.....

Our ability to provide a wide range of services at very competitive rates, while still giving our existing fleet the priority they require makes this situation very attractive to all parties including the tax payers that fund both organizations. Reducing the costs of both divisions is the ultimate goal of Fleet Services. Our investigation into present invoices preclude that in the immediate term, that we can provide an approximate twenty five percent savings with the future affording a possible greater savings. No additional funds or costs would be required by Fleet services, while generating an approximate $25,000.00 of revenue for Fleet Services. Fleet Services has no intention of opening it's doors to compete with the private sector, but would like to assist, in the area of municipal work, various special purpose bodies and organizations.

cg\dl
Attch.

cc. P. Noe Johnson, City Solicitor

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 95-

To Provide For:

THE PROVISION OF FLEET SERVICES TO THE HAMILTON RED CROSS SOCIETY

WHEREAS City Council wishes to provides fleet services, including general maintenance and repair, to The Hamilton Red Cross Society;

AND WHEREAS the City is authorized to provide, by by-law, for the use by any person of the employees or mechanical equipment of the municipality pursuant to the Municipal Act, R.S.O. 1990, Ch. M-45, as amended, Section 207 (23);

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The City of Hamilton agrees to provide fleet services, including general maintenance and repair services, for vehicles owned and operated by The Hamilton Red Cross Society, subject to the terms, conditions and charges set out in this by-law.

2. The terms, conditions and charges applicable to all fleet services provided by the City of Hamilton to The Hamilton Red Cross Society, shall be:

   a) Services shall be provided through the Fleet Services Division of the Department of Public Works and Traffic;

   b) The Hamilton Red Cross Society shall receive services for its vehicles in the same fashion, and to the same extent as are provided, from time to time, by the Fleet Services Division with respect to City of Hamilton vehicles;

   c) Service upon City of Hamilton vehicles, and other City of Hamilton operational considerations, shall, at all times, have priority over the provision of services to The Hamilton Red Cross Society;

   d) The Hamilton Red Cross Society shall be charged for these services at the same hourly rate charged by Fleet Services Division for internal City budget purposes, as that rate exists from time to time, for the provision of the same services with respect to City of Hamilton vehicles;

   e) The City shall provide insurance coverage for vehicles of The Hamilton Red Cross Society while in the possession of the City;

   f) The City may terminate this arrangement at any time, without notice, subject only to the completion of any work in progress on vehicles of The Hamilton Red Cross Society; and

   g) The Hamilton Red Cross Society may terminate this arrangement at any time, without notice, subject only to the payment of any charges incurred for services completed or commenced up to the time of termination.

3. The Commissioner of Public Works and Traffic shall supervise this arrangement on behalf of the City of Hamilton.

PASSED this day of ,1995.

CITY CLERK MAYOR

4(a)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 27

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner, Department of Public Works and Traffic

SUBJECT: **1993 and 1994 City of Hamilton Road and Sidewalk Improvement Program Estimated Surpluses**

RECOMMENDATION:

That $1,600,000 of the surplus funds estimated at $1,950,000 in the 1993 and 1994 Road and Sidewalk Improvement Programs be utilized to undertake the reconstruction of the centre pier of the Parkdale Avenue Bridge over Lawrence Road and the projects in the Supplementary List portion of the 1995 Road and Sidewalk Improvement Program to maximize MTO subsidy.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1993 Program has an estimated $1,385,400 surplus and the 1994 Program has an estimated surplus of $564,600 for a total of $1,950,000.

Based on spending to date, the City needs to spend an additional $1,600,000 to maximize MTO subsidy.

BACKGROUND:

The Parkdale Avenue Bridge over Lawrence Road is being rehabilitated by the Region on behalf of the City. Tenders have been called to undertake repairs to the road and sidewalk surface, expansion joints and structural components. A detailed investigation revealed significant work to the centre pier outside of the original scope of work in the amount of $120,000 is required.

The approved 1995 Road and Sidewalk Improvement Program includes a Supplementary List of projects which may be done in order if residual funds are available. If the $1,600,000 is approved the following projects would be initiated:

1. Centre Pier reconstruction
   - Parkdale Avenue Bridge over Lawrence Road

2. Lower Horning Road from Purvis to Carwyn
   - road and sidewalks and watermain work

3. McElroy Road from Upper James to Dodson
   - road and sidewalks and watermain work

4. East 14th Street from Fennell to Brucedale
   - road and sidewalk work

5. Endfield Avenue from Brentwood to Kingslea
   - road and sidewalks and sewer work

6. Hurst Place from MacNab to Park
   - road and sidewalk work

7. Balmoral Avenue South from King to Justine
   - road and sidewalk and watermain work

This proposal has been considered and sanctioned by the City's Capital Budget Subcommittee as a program that will facilitate obtaining maximum subsidies from the MTO. These provincial subsidies are obtained from both capital road reconstruction works and specific road maintenance functions.

RPM/rb

c.c. A. Ross, City Treasurer
Attn: N. Adhya
c.c. D. Y. Onishi, Director, Design and Construction, Roads Department
c.c. B. Matthews-Malone, Environmental Services

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 20
File No. TEC-174-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Templemead Drive and Torlake Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Templemead Drive and Torlake Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The implementation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000. annually.

BACKGROUND:

Alderman Tom Jackson and Alderman Bob Charters have forwarded a petition signed by 45 residents representing 22 area homes requesting that all-way stop control be implemented at the intersection of Templemead and Torlake. No specific concerns were mentioned regarding the operation of this intersection.

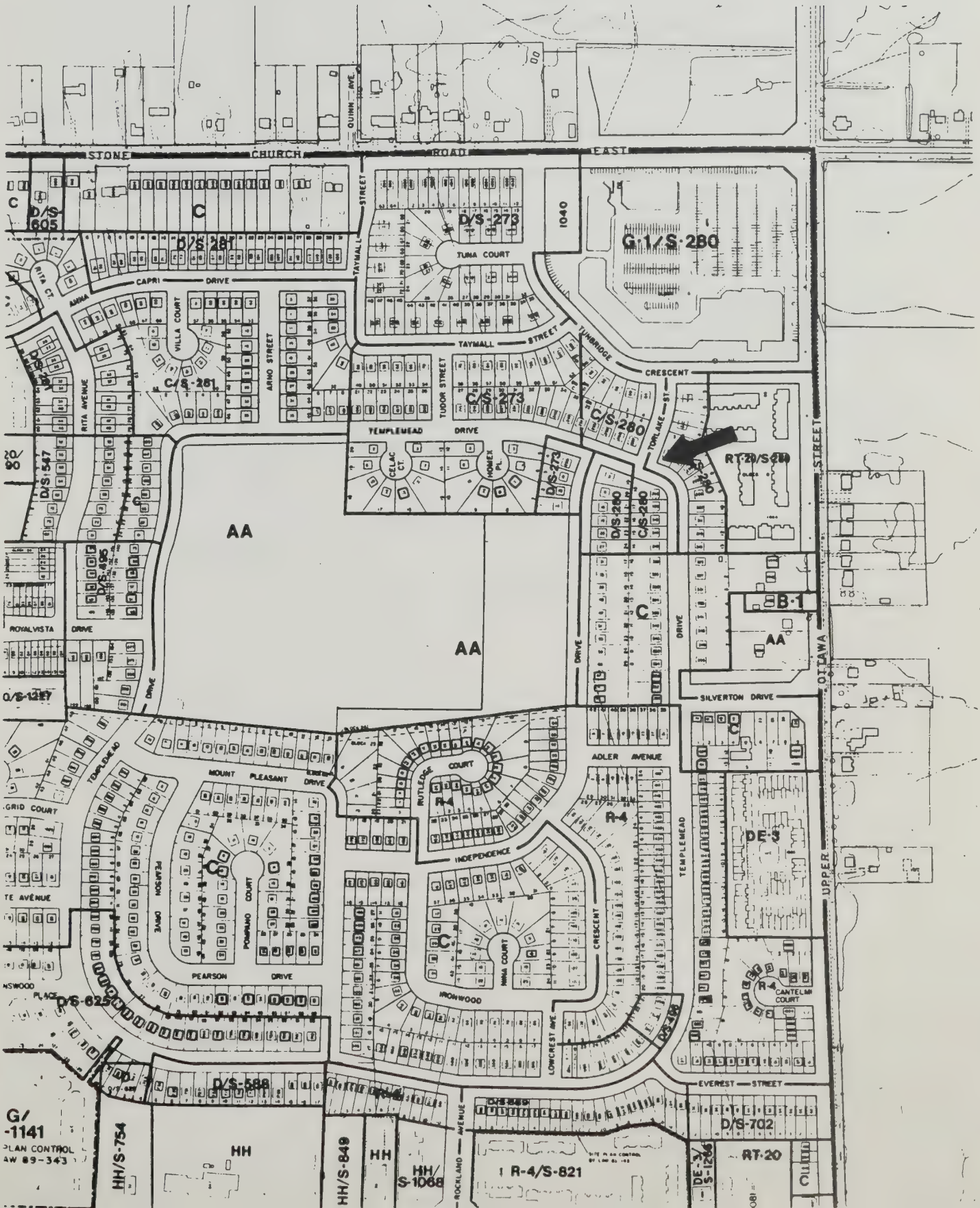
The intersection of Templemead and Torlake is a "T" type intersection, and presently, southbound traffic on Torlake is required to stop for eastbound and westbound traffic on Templemead. Records indicate that there have not been any reported collisions at this intersection over the past seven years, and the implementation of all-way stop control could not improve upon this excellent collision record.

Staff is extremely concerned that the implementation of stop signs on Templemead at this intersection could cause a more serious condition because northbound motorists approaching the intersection on the curve would have very restricted visibility and this could result in a serious rate of violations of the stop signs. As can be appreciated, this could lead to a more serious condition if pedestrians crossing at the intersection expect the motorist to stop, and the motorist, for whatever reason, fails to stop for the stop signs.

In this case, Templemead is the neighbourhood collector street, which because of its alignment and continuity, is better designed to accommodate traffic than the other purely local streets in the neighbourhood. The proliferation of stop signs along this collector street would divert traffic to other neighbourhood streets, and would be counterproductive in maximizing safety in the neighbourhood. Thus, Departmental policy is to stop traffic on the collectors only at their intersections with other collector streets, such as at Templemead and Silverton.

For the above-noted reasons, staff does not support the request for three-way stop control at the intersection of Templemead and Torlake.

CVB/MH/klk


STONE CHURCH ROAD EAST
QUINN AVE.
D/S-605
C
D/S-281
D/S-273
TUNA COURT
1040
G-1/S-280
CAPRI DRIVE
TAYMALL STREET
TUNBRIDGE CRESCENT
VILLA COURT
ANNA
RITA CT.
RITA AVENUE
ARNO STREET
TUDOR STREET
C/S-281
C/S-273
C/S-280
TORLAKE ST
TEMPLEMEAD DRIVE
CELAC CT.
HOMEX PL.
D/S-272
RT-20/S-280
D/S-547
D/S-496
AA
ROYALVISTA DRIVE
D/S-280
B-1
SILVERTON DRIVE
OTTAWA STREET
ADLER AVENUE
MOUNT PLEASANT DRIVE
RUTLEDGE COURT
R-4
INDEPENDENCE
PEARSON DRIVE
POMPANO COURT
IRONWOOD
NANA COURT
CRESCENT
LONGCREST AVE.
DE-3
TEMPLEMEAD
UPPER
CANTELMI COURT
D/S-625
D/S-588
D/S-849
EVEREST STREET
D/S-702
G/
-1141
PLAN CONTROL
AW 89-343
HH/S-754
HH
HH/S-849
HH
HH/S-1068
ROCKLAND AVENUE
R-4/S-821
DE-3/S-1266
RT-20

5.

CITY COUNCIL
HAMILTON, CANADA

Alderm

71 MAIN STREET WEST L8N 3T4 • (905) 546-2730 • (905) 546-2707 • RES. (905) 383-3470 - WARD 6

9 June 1995.

Mr. Marty Hazell,
Manager of Community Traffic Services.

Dear Mr. Hazell:

Please find enclosed a petition I received from Mr. Bob Newton, 169 East 35th Street, 383-6755 requesting the installation of a pedestrian priority signal for the intersection of Upper Sherman Avenue and Brucedale Avenue East.

Would you please have your department review this request and, if your recommendation is still negative after receipt of this petition, I would appreciate it if you put this matter on an upcoming agenda for the Transport and Environment Committee.

Thank you for your co-operation and assistance in this matter and I look forward to your response.

Sincerely yours,

Tom Jackson

Tom Jackson,
Alderman, Ward 6.

TJ:njb
Encl.

c.c. Alderman Henry Merling, Chairman,
Transport & Environment Committee.

Mr. Kevin Christenson, Secretary,
Transport & Environment Committee.

Alderman B. Charters.

CITY OF HAMILTON

PETITION

REASON FOR PETITION: WE, THE UNDERSIGNED, DO RESPECTFULLY REQUEST THE INSTALLATION OF A PEDESTRIAN PRIORITY SIGNAL FOR THE INTERSECTION OF UPPER SHERMAN AVENUE AND ~~QUEENSDALE AVENUE EAST.~~ BRUCEDALE EAST

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
MR. R.J. NEWTON	169 E 35TH ST.	L8V3Y3	R.J. Newton	383-6755
PICTERNELLA BARROW	447 Up Wentworth	L9		388 8804
Deborah Lamond	72 East 39th			389-8426
SHEILA HENDERSON	1073 Upp		S Henderson	383-7474
JOYCE KEITH	v 324		Joyce Keith	389-3459
Kathy Kel	-0 28W 388		K Kellman	574-3089
Angela Te	unit # 70	L9C 6R3	Angela Templet	318-1947
JOAN BLAI	192 EAST 43RD ST	L8T 3C3	Joan Blanchard	387-8252
ROBIN CONNOR	269 EAST 27th ST.	L8V3G5		389-6675
SCOTT HENDERSON	521 UPPER SHERMAN	L8V 3L9	Scott Henderson	3859514
KEN LAMONT	523 UPPER SHERMAN	L8V 3L9	Kenneth Lamont	385-0030
Chris Byers	525 upper Sherman	L8V 3L9		383-6650

SAMPLE PAGE OF PETITION CONTAINING APPROX. 375 SIGNATURES

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Thursday, 1995 July 6
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. **ADOPTION OF THE MINUTES**

Minutes of the Meeting held 1995 June 19

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) No. 346 Tragina Avenue North
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(b) Apartments at No. 1061 King Street West
Application for a Time Limit Exemption Permit

(c) Intersection of Hughson Street North and Simcoe Street

(d) Roosevelt Avenue between Beach Road and the Southerly End

ii. **Intersection Control**

Intersection of King Street West and Longwood Road

iii. **Bus Stop Relocation**

Limeridge Road, east of Kendale Court

C. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

Dalewood Crescent - Street Party

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1995 June 19
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman T. Jackson
Alderman F. D'Amico

Absent:
Mayor R. M. Morrow, City Business
Alderman D. Agostino, City Business

Also present:
Alderman M. Caplan
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Anderson
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. J. Pook, Public Works and Traffic Department
Mr. R. Karl, Public Works and Traffic Department
Mr. M. Hazel, Public Works and Traffic Department
Mr. J. Halliday, Environmental Services Department
Mr. G. Aston, Roads Department
Mr. E. Chajka, Roads Department
Mr. M. Watson, Property Department
Mr. A. Sexton, East 27th Street
Mr. C. Slater, M.O.E.E.
Mr. K. C. Christenson, Secretary

1. **DELEGATION**

East 27th Street between
Halam Avenue and Mackenzie Road
Parking Regulations/Parking Permits

The Committee was in receipt of a report dated 1995 June 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. R. Karl informed the Committee that adequate parking will be available on the site of the townhouses as per the approved site plan.

Mr. A. Sexton suggested that the on site parking would not be available for at leat a year and that the existing parking lot was in an unsafe condition and poorly lit.

The Chairman indicated that the maintenance and lighting of the parking lot were issues that should be taken up with the owner/landlord of the townhouses. He indicated that the City would enforce the "minimum standards" if required.

Subsequently, following further discussion, the Committee approved that no action be taken on the request for permit parking and that the issue be reviewed in 6 months time.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting of the Transport and Environment Committee held 1995 May 15 were adopted as circulated to the members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) **Parking Regulations**

(a) **South Side of Claremount Drive**

The Committee was in receipt of a report dated 1995 May 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the south side of Claremont Drive commencing at the easterly end of Claremont Drive and extending to a point 103 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **North Side of Britannia Avenue between Kenilworth Avenue North and Archibald Street**

The Committee was in receipt of a report dated 1995 May 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Britannia Avenue commencing at a point 147 feet east of Kenilworth Avenue North and extending to Archibald Street and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to the residents of Nos. 263, 265, 267, 269, 273 Britannia Avenue and any additional permits on a first come first served basis to a maximum of six permits.

(c) **No. 286 Paling Avenue Request for a Reserved "Permit Parking" Space for a Disabled Person**

The Committee was in receipt of a report dated 1995 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Paling Avenue commencing at a point 603 feet south of Barton Street East and extending to a point 27 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Lisa Taylor, No. 286 Paling Avenue.

(d) **No. 114 Park Row North**
Request for a Reserved "Permit Parking"
Space for a Disabled Person

The Committee was in receipt of a report dated 1995 May 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Park Row North commencing at a point 79 feet south of Roxborough Avenue and extending to a point 21 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be directed to issue, one parking permit to Mr. Wilcox, No. 114 Park Row Avenue North.

(e) **Riverdale Drive between the north and south legs of Gainsborough Drive**

The Committee was in receipt of a report dated 1995 May 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Stopping" regulation on the west side of Riverdale Drive which commences at a point 93 feet south of the south curb line of Jerome Crescent and extends to a point 51 feet southerly therefrom be removed; and,

(b) That a "No Parking" regulation be implemented on the west side of Riverdale Drive between the north and south legs of Gainsborough Road; and,

(c) That the existing "No Parking" regulation on the east side of Riverdale Drive which commences at Delawana Drive and extends to a point 184 feet north of Glenburn Court be shortened such that the regulation commences at Delawana Drive and extends to Jerome Crescent; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **No. 156 Newlands Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Person

The Committee was in receipt of a report dated 1995 May 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Newlands Avenue commencing at a point 197 feet west of Cope Street and extending to a point 22 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue a parking permit to Mr. Ron King, No. 156 Newlands Avenue.

(g) **Avondale Street and Beechwood Avenue**

The Committee was in receipt of a report dated 1995 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the east side of Avondale Street, which commences at Beechwood Avenue and extends to a point 84 feet northerly therefrom be removed; and,

(b) That the existing "Snow Route" designations on Avondale Street between Beechwood Avenue and Barton Street East and on Beechwood Avenue between Gage Avenue North and Avondale Street be removed; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 40 Picton Street West**
Request for a Reserved "Permit Parking"
Space for a Disabled Person

The Committee was in receipt of a report dated 1995 May 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Picton Street West commencing at a point 99 feet west of MacNab Street North and extending to a point 18 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Judy Simkins, No. 40 Picton Street West.

(i) **Independence Drive**

The Committee was in receipt of a report dated 1995 May 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Independence Drive commencing at Templemead Drive and extending to the south property line of No. 100 Independence Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **Strathcona Avenue South between Main and King Streets**

The Committee was in receipt of a report dated 1995 June 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Strathcona Avenue South between Main Street West and King Street West be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Bold Street between Ray Street South and Queen Street South**

The Committee was in receipt of a report dated 1995 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Three Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be implemented on the south side of Bold Street between the projected east curb line of Ray Street South and Queen Street South and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Hillcrest Avenue between Beulah Avenue and the easterly end of the Street**

The Committee was in receipt of a report dated 1995 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Hillcrest Avenue between Beulah Avenue and Mountain Avenue be removed; and,

(b) That the existing "No Parking" regulation on the south side of Hillcrest Avenue between the extended east curb line of Mountain Avenue and the easterly end of Hillcrest Avenue be removed; and,

(c) That a "No Parking" regulation be implemented on the north side of Hillcrest Avenue between Beulah Avenue and the easterly end of Hillcrest Avenue; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Mary Street, south of Simcoe Street East**

The Committee was in receipt of a report dated 1995 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" corner clearance on the east side of Mary Street which commences at Simcoe Street East and extends to a point 91 feet southerly therefrom be shortened such that the regulation commences at Simcoe Street East and extends to a point 70 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **No. 281 Paling Avenue**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Person

The Committee was in receipt of a report dated 1995 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Paling Avenue which commences at a point 628 feet south of Barton Street East and extends to a point 23 feet southerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **Bristol Street adjacent to No. 178 Sanford Avenue North**
Request for a Reserved "Permit Parking" Space for a Disabled Person

The Committee was in receipt of a report dated 1995 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Bristol Street commencing at a point 26 feet east of Sanford Street North and extending to a point 29 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Lucy Simcoe, No. 178 Sanford Avenue North.

(p) **No. 74 Locke Street North**

The Committee was in receipt of a report dated 1995 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 am. to 6:00 pm., Monday to Saturday" regulation be implemented on the east side of Locke Street North commencing 28 feet south of Peter Street and extending to a point 37 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(q) **Chestnut Avenue between Cannon Street East and Wilson Street**

The Committee was in receipt of a report dated 1995 June 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 24 Hours a Days, 7 Days a Week" regulation be implemented on both sides of Chestnut Avenue between Cannon Street East and Wilson Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(r) **No. 180 Emerald Street South**
Request for a Reserved "Permit Parking"
Space for a Disabled Person

The Committee was in receipt of a report dated 1995 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Emerald Street commencing at a point 101 feet north of the southerly limit of Emerald Street South and extending to a point 20 feet northerly therefrom and on the west side commencing at a point 93 feet north of the southerly end and extending to a point 23 feet northerly therefrom; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Paul Hamner, No. 180 Emerald Street South; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Intersection Control**

(a) **Intersections of Carriagegate Drive and Parkwood Crescent and Parkwood Crescent and Grandoaks Drive**

The Committee was in receipt of a report dated 1995 June 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Carriagegate Drive be required to stop for eastbound and westbound traffic on Parkwood Crescent and that eastbound traffic on Parkwood Crescent be required to stop for northbound and southbound traffic on Grandoaks Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of McAnulty Boulevard and Agincourt Avenue**

The Committee was in receipt of a report dated 1995 May 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of McAnulty Boulevard and Agincourt Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Turn Prohibition - Binkley Road at Main Street West**

The Committee was in receipt of a report dated 1995 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That southbound left turns from Binkley Road to Main Street West be prohibited on a 24 hour basis seven days a week; and,

(b) That the left turn prohibition from Binkley Road to Main Street be implemented in conjunction with the installation of the proposed traffic signal at the driveway to 1581 Main Street West; and,

(c) That Traffic By-law No. 89-72 be amended accordingly.

(iii) **School Bus Loading Zone**

(a) **Queensbury Drive adjacent to Blessed Kateri Tekakwitha School**

The Committee was in receipt of a report dated 1995 May 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Queensbury Drive be extended 40 feet westerly such that it commences 258 feet west of Upper Ottawa Street and extends 196 feet westerly; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Parkdale Avenue and Queenston Road**

The Committee was in receipt of a report dated 1995 May 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a School Crossing Guard be assigned to the intersection of Parkdale Avenue and Queenston Road during the morning, lunch and evening school crossing periods on a permanent basis.

C. **DIRECTOR OF PROPERTY**

(i) **Offer to Purchase (Highway Closure) the southerly half of the Public Walkway between Nos. 300 and 304 St. Andrews Drive - Joseph Leonard Raberts and Maria Egle Raberts**

The Committee was in receipt of a report dated 1995 June 9 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049:

the lands composed of the southerly half of Block "F" (Public Walkway) Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524 metres (5 feet) more or less, by a length of 31.0896 metres (102 feet) more or less, being regular in shape and situated immediately north of Lot 41, Plan M-27.

(b) That an Offer to Purchase (Highway Closure), duly executed by Joseph Leonard Raberts and Maria Egle Raberts, on 1995 June 2 and scheduled to close thirty (30) days after the enactment and registration of a by-law to stop up, close and sell the public walkway between 300 and 304 St. Andrews Drive, for the lands composed of the southerly half of Block "F" (Public Walkway) Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524 metres (5 feet) more or less, by a length of 31.0896 metres (102 feet) more or less, being regular in shape and situated immediately north of Lot 41, Plan M-27, municipally known as No. 300 St. Andrews Drive, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $1. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(c) That the Mayor and the City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049,

(i) satisfactory Notice has been given to the pubic of the intended sale; and,

(ii) no appraisal of the fair market value of the real property being sold was obtained since Highway (Public Walkway) closures and sales are exempt from this requirement; and,

(iii) the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

(ii) **Offer to Purchase (Highway Closure) - The southerly half of the Public Walkway between Nos. 300 and 304 St. Andrews Drive - John Balsillie Ross and Christina W. Ferns Ross**

The Committee was in receipt of a report dated 1995 June 9 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

the lands composed of the northerly half of Block "F" (Public Walkway) Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524 metres (5 feet) more or less, by a length of 31.0896 metres (102 feet) more or less, being regular in shape and situated immediately south of Lot 40, Plan M-27.

(b) That an Offer to Purchase (Highway Closure), duly executed by John Balsillie ross and Christina W. Ferns Ross, on 1995 June 2 and scheduled to close thirty (30) days after the enactment and registration of a by-law to stop up, close and sell the public walkway between No. 300 and No. 304 St. Andrews Drive, for the lands composed of the northerly half of Block "F" (Public Walkway) Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524 metres (5 feet) more or less, by a length of 31.0896 metres (102 feet) more or less, being regular in shape and situated immediately south of Lot 40, Plan M-27, municipally known as No. 304 St. Andrews Drive, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $1. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(c) That the Mayor and the City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory Notice has been given to the pubic of the intended sale; and,

(ii) no appraisal of the fair market value of the real property being sold was obtained since Highway (Public Walkway) closures and sales are exempt from this requirement; and,

(iii) the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

(iii) **Sale of One Foot Reserve - Termination Part 27, Plan 62R-11788, Part of 273 Limeridge Road West**

The Committee was in receipt of a report dated 1995 June 8 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

That Section 68 of the First Report of the Transport and Environment Committee for as approved by City Council on 1994 December 13, respecting the sale to the Region of a one foot reserve measuring 0.305 metres x 53.146 metres (1 foot x 174 feet) more or less, being shown as Part 27 on Plan 62R-11788, be rescinded in its entirety.

D. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(i) **Discharge of Encroachment Agreement**
No. 89 Napier Street

The Committee was in receipt of a report dated 1995 June 6 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Encroachment Agreement for No. 89 Napier Street, registered as Instrument No. 9134 H.L., be discharged; and,

(b) That the Mayor and the City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 9134 H.L. in a form satisfactory to the City Solicitor.

(ii) **Encroachment Agreements**

The Committee was in receipt of a report dated 1995 June 4 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined on Appendix "A", appended hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

(iii) **Street Incorporation**

(a) **Appleblossom Drive**

The Committee was in receipt of a report dated 1995 June 8 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into a certain street in order to provide access to abutting property and complete the width of Appleblossom Drive:

Appleblossom Drive Part 2 Plan 62R-13389; and,

(b) That the by-law to carry out the incorporation of the said land into the foregoing street, be enacted by Council; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(b) **Berkindale Drive**

The Committee was in receipt of a report dated 1995 June 7 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into a certain street in order to provide access to Queenston Heights Subdivision and to complete the width of Berkindale Drive:

Berkindale Drive	Block 5	Plan 62M-590
	Block 30	Plan 62M-726
	Part 14	Plan 62R-13203; and,

(b) That the by-law to carry out the incorporation of the said land into the foregoing street, be enacted by Council; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(iv) **Wesley Urban Ministries Street Festival**

The Committee was in receipt of a report dated 1995 June 8 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of Wesley Urban Ministries to temporarily close Rebecca Street between Ferguson Avenue and Mary Street on Friday 1995 June 16, from 1:00 o'clock p.m. to 7:00 o'clock p.m., to hold a street festival, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(b) That the applicant provide a certificate of insurance evidencing $2,000,000. public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability; and,

(c) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(d) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(e) That all barricading be supplied by and at the expense of the applicant; and,

(f) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Director of Public Works and Traffic; and,

(g) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer; and,

(h) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(i) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(v) **Advertent Encroachment Agreements**
90 Edgemont Street North/66 Ottawa Street North

The Committee was in receipt of a report dated 1995 June 9 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the application of C. J. Poelmann, owner of 90 Edgemont Street North, to erect and maintain the encroachment of steps measuring 0.36m X 1.33m onto the road allowance of Edgemont Street, be approved during the pleasure of Council, provided:

(i) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and.

(ii) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement; and,

(iii) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment; and,

(b) That the application of the Y.W.C.A., owner of 66 Ottawa Street North, to erect and maintain the encroachment of two doors, each swinging 1 ft. onto the road allowance of Dunsmure Road, be approved during the pleasure of Council, provided:

(i) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(ii) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement; and,

(iii) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1995 June 15 from the Secretary of the Transport and Environment Committee.

The Committee approved the following recommendation:

That the following list of information reports that were previously distributed to the Committee, be received:

Date	From	Subject	Date
1995 May 12	Transport 2000 Ontario Inc.	Transport Systems	1995 May 12
1995 May 12	E. M. Gill, Senior Director, Roads Department	Road/Walkway/Alley Time Schedule, Costs and Closure Procedures	1995 May 12
1995 May 16	Doug Lobo Director of Public Works	1995 Street Tree Removal Program	1995 May 18
1995 May 19	Ontario Good Road Association	Brochure "Why Roadway Service Standards?"	1995 May 19
1995 May 11	Jim Kelleher Director of National Systems Stewardship	Giant Canada Goose Brochure	1995 May 26
1995 June 7	P. J. Halliday Senior Director Environmental Services	PCB Storage Facility	1995 June 7
1995 June 7	P. J. Halliday Senior Director Environmental Services	Relocation of PCB Storage Facility	1995 June 7

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) PUBLIC WORKS

(i) **Partial Closure of Mount Albion Road**

The Committee was in receipt of a report dated 1995 June 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to close one lane of Mount Albion Road in the escarpment crest area for a period of five (5) days from 1995 July 10 to July 14 to facilitate guard rail replacements.

(ii) **Revising Residential Garbage Pickup Routes**

The Committee was in receipt of a report dated 1995 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic be authorized to amend the residential curbside garbage collection schedule for the area bounded by Strathearne Avenue, Parkdale Avenue, Britannia Avenue and King Street East, from the existing Friday schedule to a Thursday pick up in order to improve collection operations; and,

(b) That the change in collection schedule be advertised in the Hamilton Spectator for two (2) consecutive weeks and through two (2) separate hand delivered "notices of collection change" to all affected residences, in order to facilitate a 1995 July 27 changeover; and,

(c) That the Commissioner of Public Works and Traffic be authorized to provide residential curbside garbage collection for the Christmas and Boxing day statutory holidays with the required funding being derived from the efficiencies gained in the Strathearne, Parkdale, Britannia Avenues and King Street East block rescheduling from Friday to Thursday pick up.

(iii) **Landscape Advertising**

The Committee was in receipt of a report dated 1995 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Kiss and Alderman Copps expressed concern that the advertising would look "tacky" and not be appropriate for the surrounding area.

Discussion ensued and subsequently, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to seek proposals for the planning, installation, marketing and ongoing management of landscape advertising for the City of Hamilton, recognizing that revenues will be directed to the City of Hamilton Traffic Island Beautification Programme.

RECORDED VOTE:

Yeas: Aldermen Merling, Agro, Morelli, Jackson, D'Amico
Nays: Aldermen Kiss, Copps

(iv) **Local Improvements**
Upper Gage Avenue, west side from the Freeway to Stone Church Road Sufficiently Signed Petition Against Construction of Sidewalks, Section 12, Local Improvement Act

The Committee was in receipt of a report dated 1995 June 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the construction of independent concrete sidewalks on the west side of Upper Gage from Stone Church Road to approximately 89.5m north of Robertsfield Drive (south limit of No. 1304), from approximately 120m north of Robertsfield Drive (north limit of No. 1300) to Loconder Drive and from approximately 74m north of Loconder Drive (north limit of No. 1250) to approximately 84m northerly (north limit of No. 1232) not proceed as a local improvement since the Clerk has received a sufficiently-signed petition against these works.

(b) TRAFFIC DIVISION

Trevi Road/Greenshire Drive and Upper Paradise Road
Rice Avenue and Sanatorium Road - School Crossing Guard

The Committee was in receipt of a report dated 1994 October 26 from the Director of Traffic Services respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the School Crossing Guard at the intersection of Trevi/Greenshire Drive and Upper Paradise Road be removed at the end of the 1994 - 1995 School Year; and,

(b) That City Council approve the assignment of a School Crossing Guard to the intersection of Sanatorium Road and Rice Avenue during the morning and evening periods only.

NOTE: Alderman Kiss and D'Amico recorded opposed.

4. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

(a) **Earthsong Festival**

The Committee was in receipt of a report dated 1995 June 9 from the Senior Director, Roads Department respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the application of Creative Arts Inc. to temporarily close Longwood Road North, Paradise Road North and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road, including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue, Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles, and to allow one way access to the parking area at Kay Drage Park from Macklin Street and one way exit from Kay Drage Park from Longwood Road, from Friday, 1995 June 30 at 12:00 o'clock noon to Monday, 1995 July 3 at 12:00 o'clock midnight, to hold the annual Earthsong Festival, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(b) That the applicant provide a certificate of insurance evidencing $2,000,000. public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability; and,

(c) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(d) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(e) That all barricading be supplied by and at the expense of the applicant; and,

(f) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Director of Public Works and Traffic; and,

(g) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer; and,

(h) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(i) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

NOTE: Alderman Copps and Merling recorded opposed.

(b) **Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and Region of Hamilton-Wentworth**

The Committee was in receipt of a report dated 1995 May 30 from the Senior Director, Roads Department respecting the subject matter.

The Committee agreed that the item be tabled until the next regular meeting.

(c) **Modification of Sidewalk/Curb Configuration in Subdivisions**

The Committee was in receipt of a report dated 1995 June 15 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the subdividers of Wisemount Estates Phase 3 and Edan Heights Phase 3 be required to modify the approved construction plans to construct the 1.5 metre sidewalks adjacent to the curb and eliminate the 1.0 metre boulevard within these plans of subdivisions; and,

(b) That the standard subdivision agreement be amended to require that a copy of the General Plan of Above Ground Services indicating sidewalk/curb configuration be produced by the subdivider, be prominently displayed at all sales offices, and be incorporated in the Purchase/Sale Agreement.

(d) **SWARU - 5 Day a Week Operation vs 7 Day a Week Operation**

The Committee was in receipt of correspondence dated 1995 June 12 from Alderman H. Merling to Mr. P. J. Halliday, Senior Director of Environmental Services respecting the subject matter.

Mr. Halliday indicated that the increased operation of S.W.A.R.U. from five days to seven days resulted in a 15% improvement in air quality as opposed to the five day operation with a facility shut-down. He added that Dr. Pengelley of McMaster University had indicated that he was satisfied that there would be no adverse health effects on area residents due to the increase in the operation of the facility.

Mr. Slater of the M.O.E.E. stated that the seven day operation had been approved by an amendment to the Certificate of Approval by the Ministry and that it had met all Ministry standards.

Alderman Copps expressed concern that area residents would be subject to increased traffic , noise and pollution due to the increased operation of the plant.

Alderman Merling questioned why the City had not been notified of the application for an amendment to the C. of A. in this case to which Mr. Slater responded that air quality is not an issue that the M.O.E.E. would notify the City of respecting an application for an amendment to a C.of A. HE added that the M.O.E.E. produces an air quality report for the City of Hamilton and that he would provide copies to the Committee for their information.

Following further discussion, the Committee approved that the item be received and that:

That the Ministry of Environment and Energy (M.O.E.E.) be requested to notify the City of Hamilton of all future requests for amendments to Certificates of Approval respecting any issues which affects the City of Hamilton.

(e) **Closure of Ridge Street**

The Committee was in receipt of a report dated 1995 June 15 from the Senior Director, Roads Department and the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Planning and Development Committee be requested to hold public meetings to consider adopting a neighbourhood plan for the Greeningdon Neighbourhood that would include the closure of Ridge Street north of Limeridge Road.

5. **DIRECTOR OF PROPERTY**

Offer to Purchase - Part of 26 Ewen Road, Hamilton
Sale of Union Gas Limited

The Committee was in receipt of a report dated 1995 June 8 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Offer to Purchase, executed by Union Gas Limited (D.A. Sulman, Vice-President), on 1995 June 5 and scheduled to close on or before 1995 August 18, for the lands being part of Lot 55, Concession 1, in the former Township of Ancaster, now in the City of Hamilton, described as Part 2 on Plan 62R-13242 (Plan No. RA-H-613 Surveys), having a frontage of 7.867 metres (25.810 feet) more or less, along the western limit of Ewen Road, and a depth of 28.865 metres (94.701 feet) more or less, comprising an area of 220.0 square metres (2,368.13 square feet) more or less, known municipally as the southern half of 26 Ewen Road, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $18,600. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(b) That the required deposit cheque in the amount of $1,860. be held by the City Treasurer pending Council approval; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

6. **OTHER BUSINESS**

(a) **One Way Traffic System in the City of Hamilton**

Alderman Jackson raised the issue of the one way street system in Hamilton and suggested that this system be reviewed. Following discussion, the Committee directed that the Commissioner of Public Works and Traffic prepare a report for a future meeting on the issue of the one way main arterial road system in the City of Hamilton.

(b) **Weed Removal**

Alderman Merling informed the Committee that the Public Works Department was experiencing a problem with the weed growth in street gutters and that as weed spraying was no longer an alternative that the Department would like to test machinery which rips weeds out of the gutter. He indicated that the method involved the conversion of existing equipment at a minimal cost. Subsequently, the Committee agreed that the Department of Public Works and Traffic be authorized to test this weed removal method and report back to the committee on the results.

7. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 June 19

/mjw

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 12, 1995
File No: TEC-164-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 346 Tragina Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 22 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. John Allan, No. 346 Tragina Avenue North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff received a request from Mr. John Allan, 346 Tragina Avenue North, that a reserved "Permit Parking" space be implemented on the east side of Tragina Avenue North in front of his home since he is disabled.

Tragina has a 28-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking

space on a year round basis. However, Mr. Allan has advised that he requires a space only when parking is permitted on his side of the street under the existing "Alternate Side Parking" regulation so as not to inconvenience area residents. Loading and unloading may occur on the east side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of an individual reserved "Permit Parking" space in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Allan possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

MT/CVB/jd

J/6-837
CANADIAN
NATIONAL
RAILWAYS
AVENUE
STREET
NORTH
MERCHISON
VANSITMART
HARRISON
DIVISION
MAGNA
WEIR
FAIRFIELD
PALING
BARTON
STREET
EAST
NEWLANDS
ALBANY
HOPE
ARCHIBALD
HARMONY
COPE
ALLAN
BRITANNIA
AVENUE
ROXBOROUGH
STRATHEARNE
C
DE
H
D6

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 12, 1995
File No: TEC-167-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartments at No. 1061 King Street West -
Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first twelve eligible applicants residing in the apartments at No. 1061 King Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $288. in revenue each year from the sale of parking permits to residents of this building.

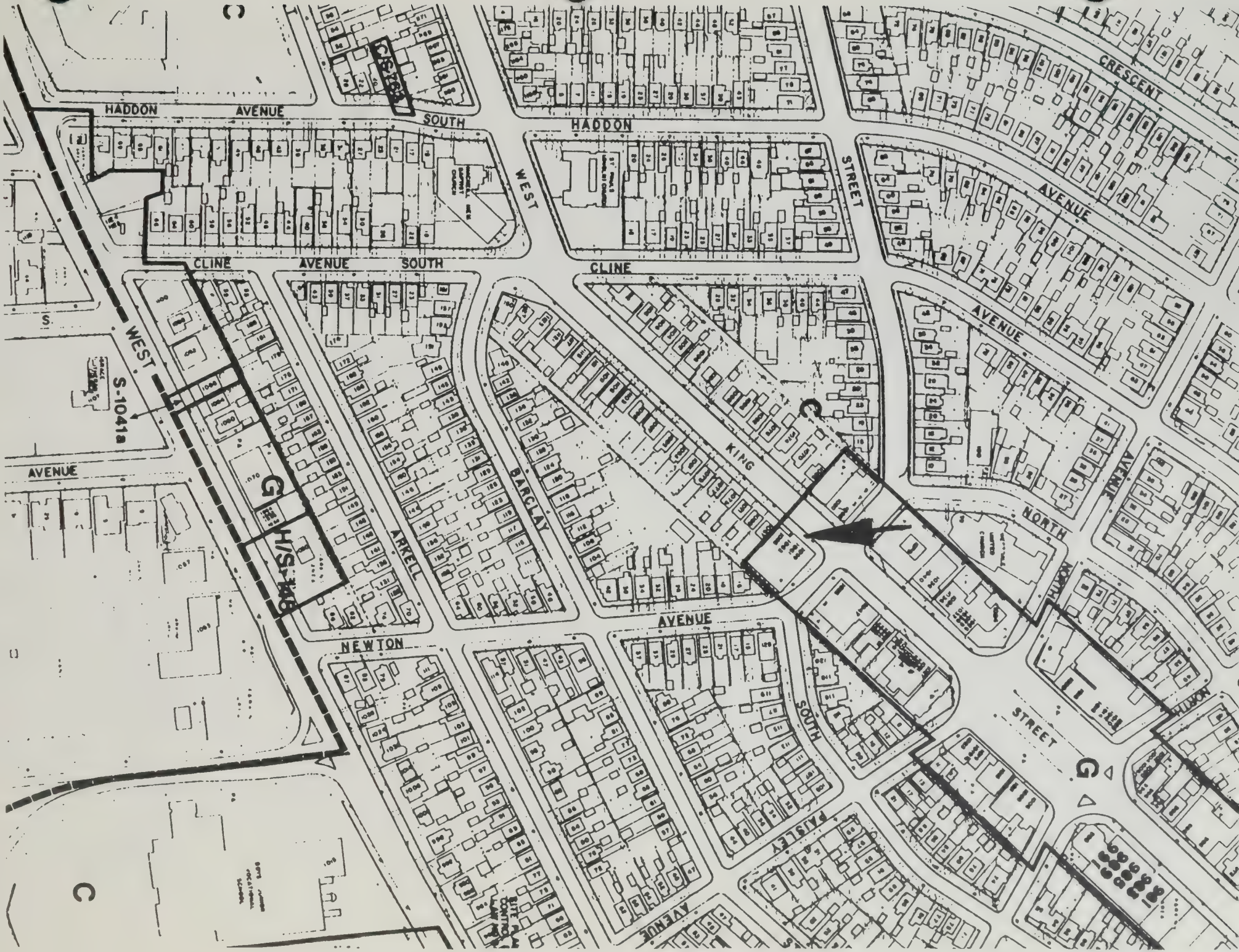
BACKGROUND:

Staff received a request from Ms. Maria Giorski, No. 1061 King Street West, that Time Limit Exemption Permits be issued to residents of the apartments of this commercial/residential building.

The subject building is located on the south side of King, west of Newton and Ms. Giorski has advised that she wishes to park her vehicle within the existing on-street parking time limit spaces nearby. An investigation has revealed that there are nine dwelling units in the subject building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of 12 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of twelve off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of twelve Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request and it would be appropriate to issue a maximum of twelve parking permits to the residents of this building on a first come first served basis.

MT/CVB/klk


HADDON AVENUE
SOUTH
HADDON
WEST
STREET
CRESCENT
AVENUE
CLINE AVENUE SOUTH
CLINE
AVENUE
S-1041a
WEST
AVENUE
ARKELL
BARCLAY
KING
NORTH
AVENUE
H/S-146
NEWTON
AVENUE
SOUTH
PAISLEY
AVENUE
STREET

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 12
File No: TEC-168-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Hughson Street North and Simcoe Street East - Visibility Clearance

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the south side of Simcoe Street East commencing at Hughson Street North and extending to a point 51 feet easterly therefrom and that the City Traffic By-Law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

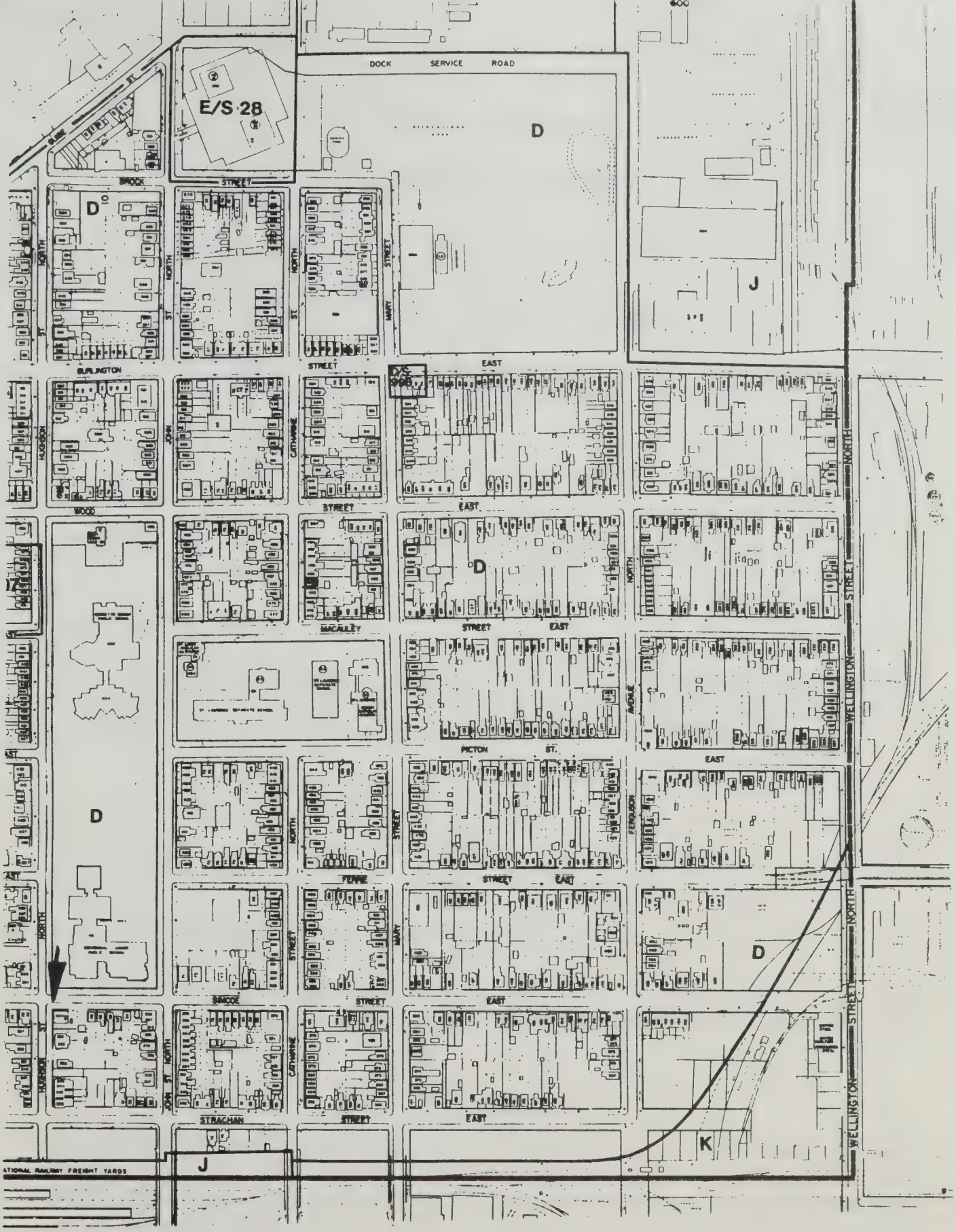
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request for a "No Stopping" corner clearance on the south side of Simcoe Street East immediately east of Hughson Street North since parked vehicles in this area obstruct turning movements and motorists' visibility to some degree at the intersection of Hughson and Simcoe.

Simcoe has a 28 foot pavement width and presently, there is a "No Parking 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side and unrestricted parking on the south side of the street in this area and there is a painted pedestrian crosswalk at the intersection of Hughson and Simcoe. Although there have been no collisions directly related to poor visibility, staff has confirmed that parked vehicles in this area do obstruct visibility to some degree. The implementation of the requested regulation would result in the loss of only one legal on-street parking space but would facilitate turning movements and improve motorists' visibility at this intersection as well as improve safety at the pedestrian crosswalk. Staff has contacted Mr. Pimentel, No. 42 Simcoe Street East, whose property abuts the area of the requested regulation and he has stated that he supports the requested regulation. Therefore, staff concurs with the request.

MT/CVB/klk


DOCK SERVICE ROAD
E/S 28
D
J
K
BROCK STREET
BURLINGTON STREET
EAST
WOOD STREET
MACAULEY STREET
PICTON ST.
BAGOT STREET
STRACHAN STREET
NORTH WELLINGTON STREET
NATIONAL RAILWAY FREIGHT YARDS

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 16
File No. TEC-171-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Roosevelt Avenue between Beach Road and the Southerly End - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Roosevelt Avenue between Beach Road and the southerly end and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

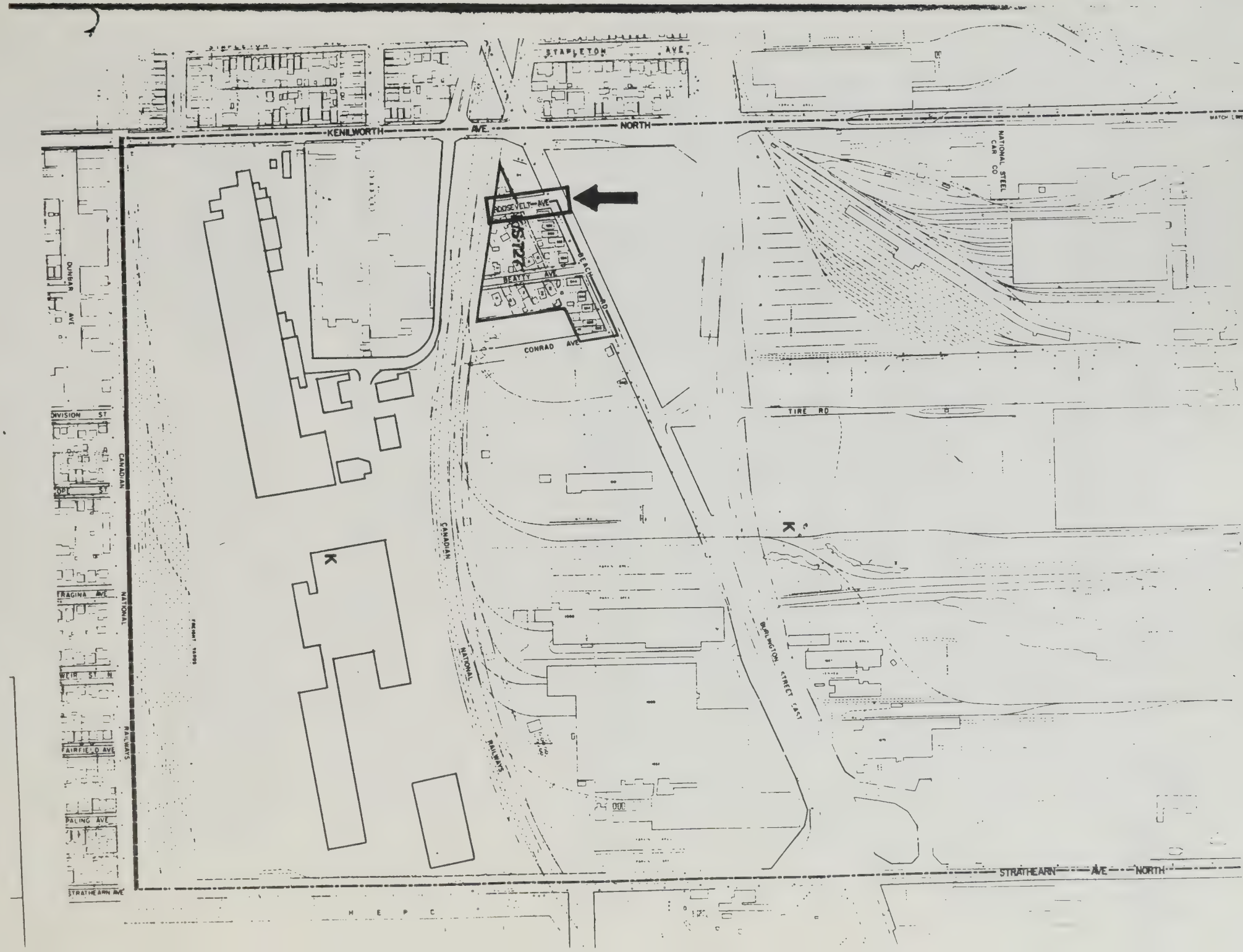
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of five of the six residential properties abutting Roosevelt between Beach and the southerly end, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of the street in this block. All five residents who signed the petition are in favour of the requested regulation.

Roosevelt has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of Dofasco. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents may be entitled to purchase permits to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 83 percent of the abutting residents are in favour of the requested regulation, staff concur with the request.

CVB/MH/klk


STAPLETON AVE
KENILWORTH AVE NORTH
ROOSEVELT AVE
BEAVEY AVE
CONRAD AVE
TIRE RD
NATIONAL STEEL CAR CO
DUNBAR AVE
DIVISION ST
OPP ST
TRAGINA AVE
WEIR ST N
FAIRFIELD AVE
PALING AVE
STRATHEARN AVE
CANADIAN NATIONAL RAILWAYS
BURLINGTON STREET EAST
STRATHEARN AVE NORTH
H E P C

2(B)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 12
File No. TEC-166-95 / Author: R. Walshaw

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of King Street West and Longwood Road - Intersection Control.

RECOMMENDATION:

That the by-law entry providing for a westbound "No Left Turn 4:00 p.m. to 6:00 p.m." prohibition at the intersection of King Street West and Longwood Road be rescinded, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

No cost would be incurred, as the signs are not presently in place.

BACKGROUND:

The Traffic By-law contains a reference to a "No Left Turn, from 4:00 p.m. to 6:00 p.m." regulation facing westbound traffic at the intersection of King Street West and Longwood Road. As far as it can be determined, the signs were never erected. Staff have ascertained that there is no capacity deficiency or safety concern that would be remedied by the turn prohibition. It is therefore recommended that the left turn prohibition be deleted from the by-law.

JRW/ca

E/S-550
E/S-216
CHEDOKE EXPRESSWAY
KING STREET WEST
KING STREET WEST
FRANKLIN AVENUE
NORWOOD ROAD
ROANOKE ROAD
EDGEVALE PLACE
DUFFERIN STREET
GLEN ROAD
DESJARDINS CT
FREELAND CT
PARKVIEW DR
UPLANDS AVE
LONGWOOD ROAD NORTH
PARADISE ROAD
KENMORE ROAD
MACKLIN ST
MACKLIN ST EXTENSION
Shoreline
Channel
HAMILTON
JOSEPH HOWE CRESCENT
KING ST.
KING AVENUE

2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 12
File No: TEC-165-95 / Authors: D. Rieger/M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Limeridge Road, east of Kendale Court
- Bus Stop Relocation

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway, the following bus stop be relocated:

Route #27 Upper James and 45 Limeridge

Delete	-	Eastbound	-	Limeridge Road West, south side, 1,345 feet east of the projected east curb line of Kendale Court (M/B); and
Add	-	Eastbound	-	Limeridge Road West, south side, 902 feet east of the projected east curb line of Kendale Court (M/B); and

b) That the City Traffic By-Law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

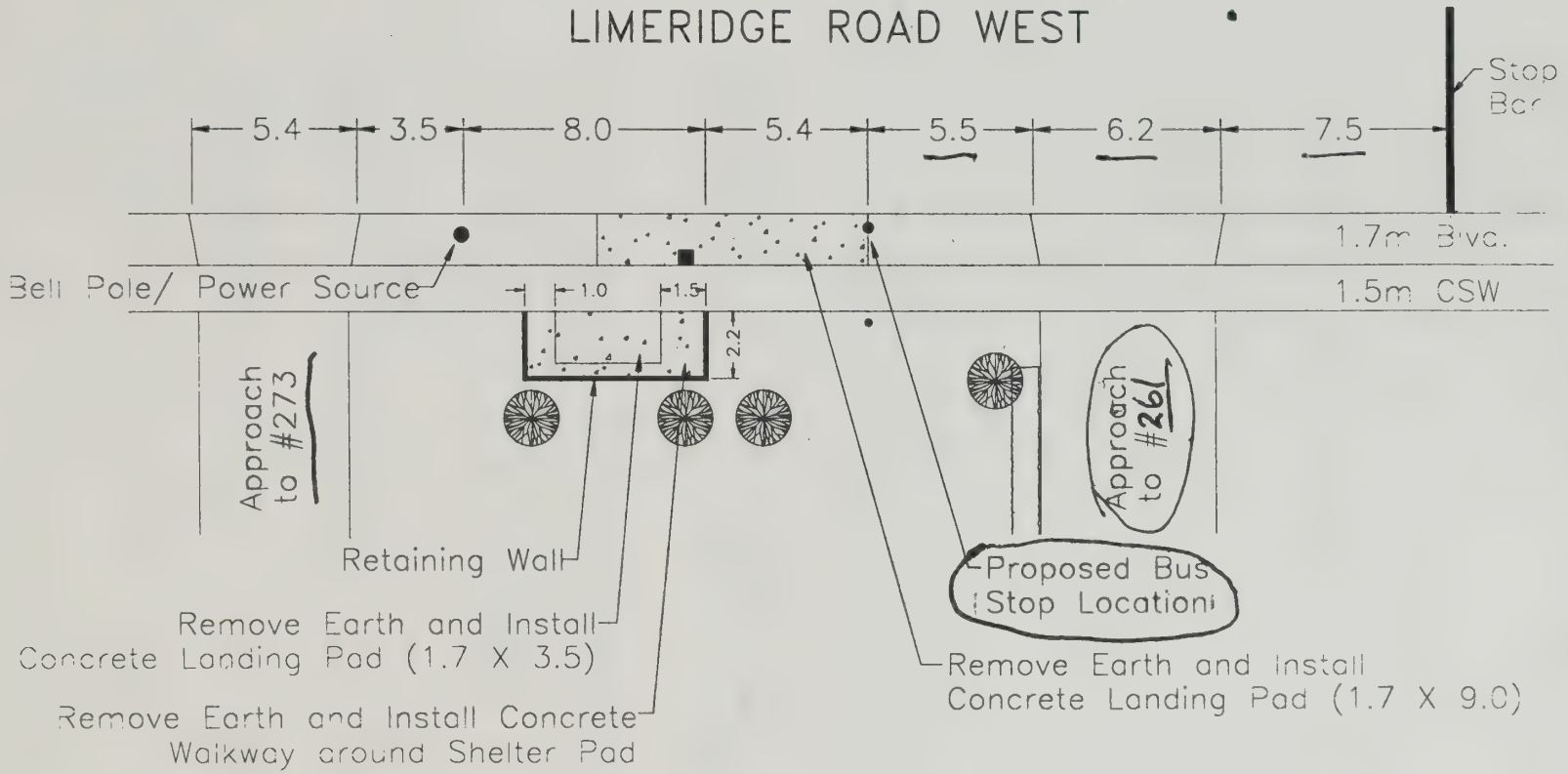
BACKGROUND:

Staff received a request from the Hamilton Street Railway for permission to relocate the existing bus stop on the south side of Limeridge Road West in front of No. 235 Limeridge Road to a point approximately 450 feet westerly. The Hamilton Street Railway has advised that the proposed bus stop relocation would extend route coverage for area customers, improve stop to stop distances and reduce the potential for pedestrians jaywalking across Limeridge since it would be located closer to the midblock traffic signal.

The proposed bus stop relocation is satisfactory from a traffic point-of-view. There would be no loss of on-street parking since the relocated bus stop would be in an area which is presently signed with a "No Stopping" regulation. Therefore, staff concurs with the request.

CVB/DR/MT/klk

5/10 — TYPICAL 95.05.30/MT



ARNEST VILLAGE TOWNHOUSES

NOTE: ALL MEASUREMENTS ARE IN METRES

HAMILTON STREET RAILWAY
TRANSPORTATION SERVICES
PLANNING & DESIGN
1995 TRANSIT SHELTER PROGRAM

LOCATION: LIMERIDGE ROAD WEST AT #273 LIMERIDGE, MIDBLOCK – SOUTH SIDE

April 11, 1995 93SHEL10 1:250

7(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 22
T103-23 (4) M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Dalewood Crescent Street Party (R-95-43)

RECOMMENDATION:

That the application of K. Sherman to temporarily close Dalewood Crescent between Oak Knoll Drive and Paisley Avenue North, on Sunday July 30, 1995 from 3:00 pm to 6:00 pm, to hold a birthday party, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide a certificate of insurance evidencing $2,000,000 public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability.

iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

v) That all barricading be supplied by and at the expense of the applicant;

Cont'd...

Cont'd...

vi) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Director of Public Works and Traffic;

vii) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer;

viii) That no property owner or resident within the barricaded area be denied access to their property upon request;

ix) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from K. Sherman, owner of 188 Dalewood Crescent, to temporarily close Dalewood Crescent between Oak Knoll Drive and Paisley Avenue North on Sunday July 30, 1995 from 3:00 pm to 6:00 pm for a birthday party.

As there are only four other properties within the closure area and all owners have signed a petition in favour of the party, this Department is in favour of the request.

HMJP:

2(D)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 29

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1995 June 13	Doug Lobo, Commissioner of Public Works and Traffic	Constructions Schedule Gore Park Vicinity	1995 June 14
1995 May	Ontario Good Roads Association	Monthly Brochure	1995 June 27

Kevin C. Christenson, Secretary
1995 July 6

KEI CH HA URBAN/MUNICIPAL
CA4 ON HBL A05
C5176
1995
floor

URBAN MUNICIPAL
AUG 21 1995
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 August 21
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Recovery of Servicing Costs on Fieldway Drive
   Adjacent to The Lands of Regal Castle Developments Inc.
   870 Upper Wentworth Street, Hamilton - Mr. Joseph Maziarz

   (b) Metro Mobile Escort Services - Mr. Ray Rikic

   (c) Public Notice - Sale of Public Walkway
   between Nos. 300 and 304 St. Andrews Drive

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) PUBLIC WORKS DIVISION

   (i) MacNab-Charles Heritage Conservation District
   Proposal to Bury Overhead Wires and Install
   Historic Street Lighting

   (ii) Gore Park Walks/Kings Street Reconstruction

(iii) Request to Allow Overnight Parking on Cannon Street East between Sherman Avenue and Lottridge Street

(b) TRAFFIC DIVISION

(i) Glendale Avenue and King Street East and
Stinson Street and Wentworth Street South - School Crossing Guards

(ii) Parking Regulations on Acadia Drive (No Copy)

4. **CHIEF ADMINISTRATIVE OFFICER/
COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Sewer Laterals - Tree Roots

5. **CHIEF ADMINISTRATIVE OFFICER**

Proposed Transfer of Upper Ottawa Landfill Site from
Regional Municipality of Hamilton-Wentworth to City of
Hamilton

6. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(a) Premier Waste Systems Ltd. Application to Amend
Provisional Certificate of Approval No. A100210
Waste Disposal Site (Processing), 306 Lake Avenue North, Hamilton

(b) Plastimet Inc. Application for
Certificate of Approval No. A650078
for a waste disposal site (Processing)

(c) Proposed Outdoor Cafe - 33 Hess Street South

(d) Hess Village Criterium - Friday, 1995 August 25 and
National Cycling Championship - Sunday, 1995 August 27

(e) Westdale Village - Fall Festival '95

(f) Warren Avenue - Construction Deficiencies

(g) Maintenance of Regional Roads in Area Municipalities (No Copy)

(h) Request for Proposals - Solid Waste Management Systems

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

3.1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 22, 1995
E205-03(H), M.J. Inrig

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: **Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc. 870 Upper Wentworth Street, Hamilton (R-95-41)**

RECOMMENDATION:

a) That the direction of City Council regarding recovery of servicing costs on Fieldway Drive be maintained and the request by Regal Castle Developments Inc. for exemption from payment of these servicing costs be **DENIED.**

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount previously paid by the City to service the portion of Fieldway Drive adjacent to the lands of Regal Castle Developments Inc. is $ 13,802.90. In accordance with City Council direction that all costs associated with Fieldway Drive be recovered through the mechanism of 1' reserves, staff are recommending as a condition of Condominium Approval that Regal Castle pay their share of servicing costs on Fieldway Drive. Should the developer not be required to pay, then the City would have to absorb the servicing costs.

Cont'd...

Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc., 870 Upper Wentworth Street, Hamilton (R-95-41)

Cont'd...

BACKGROUND:

Owners of land at 870 Upper Wentworth Street (Regal Castle Developments Inc.) have made application (25CDM-93002R) to the Region for approval to register a Plan of Condominium. The subject property faces two streets, being Upper Wentworth Street and Fieldway Drive. Final condominium approval will be granted by the Region, subject to condition that the owners pay their share of outstanding servicing costs for the municipal services installed on Fieldway Drive. This condition is consistent with standard subdivision cost recoveries for block development.

On 1995 May 25 the Roads Department received correspondence from a solicitor acting on behalf of Regal Castle Developments Inc., objecting to payment of servicing costs on Fieldway Drive and requesting to appear before the appropriate Committee (copy of letter attached).

ORIGIN OF FIELDWAY DRIVE

The City undertook the establishment and construction of Fieldway Drive, at the request of several affected land owners in order to expedite development in the area as there were nine different owners involved at the time. On 1989 October 31 City Council approved Item 8 of the Transport and Environment Committee Report 17-89 authorizing the Property Department to acquire the necessary lands, the Law Department to prepare and register the necessary By-laws and a private consultant to provide survey and engineering design drawings for construction of Fieldway Drive. In addition, Item 8(e) of the same recommendation stated:

> " That all costs for this project including land, consultant's fees, construction and overhead, except the cost of the public walkway, be charged against the 1' reserves and recovered at the time of development of the abutting lands in accordance with standard subdivision policies."

Cont'd...

Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc., 870 Upper Wentworth Street, Hamilton (R-95-41)

Cont'd....

Standard subdivision cost recovery for block development under a plan of subdivision or condominium requires developers to pay all outstanding municipal servicing costs on all streets abutting, fronting or facing the block being developed. Unlike single and double residential lot development, there is no exemption of servicing costs given to block development when the block abuts streets both front and rear. Block development represents a higher density and yield per area than single and double lot development.

The City's authority to impose cost recoveries against a Plan of Condominium falls under Section 50 of the Condominium Act which directs the area municipality to implement the same requirements under Section 51 of the Planning Act that apply to Plans of Subdivision.

As the City undertook construction of Fieldway Drive on behalf of the adjoining land owners in order to facilitate development, it would be fair and reasonable to require these land owners to share the cost of the roadway instead of having the burden of the cost fall on the City. Therefore, staff is recommending that the direction of Council be maintained and the Owner's request for exemption from payment of servicing costs on Fieldway Drive be **DENIED.**

The lands of Regal Castle Developments Inc. are located west of Upper Wentworth Street and north of Limeridge Road in the Bruleville Planning Neighbourhood.

MJI:

cc: J. Lessing, City Law Department

JOSEPH MAZIARZ, B.A., LL.B.
BARRISTER & SOLICITOR

ASSOCIATES:
JOHN HUNT NOLAN, B.A.,LL.B.
DERMOT P. NOLAN, B.A.,LL.B.
M. CONSTANCE McLEAN, B.A.
JOHN R. BECKETT, Q.C.
JOHN M. DEAN, B.A.,LL.B.
MURRAY R. MAZZA, B.A.,C.A.,LL.B.
FRANK CIARLO, LL.B.

TELEPHONE (905) 529-7171
TELECOPIER (905) 529-6983

SUITE 220
20 JACKSON STREET WEST
HAMILTON, ONTARIO
L8P 1L2

August 10, 1995

VIA FAX 546-2870

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH,
Transportation/Environmental Services Group,
Roads Department,
71 Main Street West,
Hamilton, Ontario, L8N 3T4

ATTENTION: MARK INRIG

Dear Sir:

RE: REGAL CASTLE DEVELOPMENTS INC.,
Proposed Draft Plan of Condominium
870 Upper Wentworth St.,Hamilton, #E205-03(H)

We refer to our letter of July 27th last.

Please confirm that we are on the City Transportation and Environmental Committee agenda to speak on the 21st of August, 1995 and please let us know the exact time.

Yours very truly

JOSEPH MAZIARZ

JM:gb

ROBERT M. MORROW
MAYOR

Mayor's Office
Hamilton

1(b)

June 12th, 1995

MEMO TO: Mr. Joe Schatz
City Clerk

FROM: Dennis Carson
Executive Assistant to the Mayor

SUBJECT: METRO MOBILE ESCORT SERVICES

Recently Mr. Ray Rikic of Metro Mobile Escort Services, who specialize in funeral motorcylce escort services, met with Mayor Morrow with respect to the City of Hamilton and the Region of Hamilton-Wentworth, endorsing a resolution promoting "traffic regulations regarding uninterrupted funeral processions".

Would you please talk directly to Mr. Ray Rikic to determine the appropriate wording of a resolution and arrange to have him attend the appropriate committee - - - - be it Finance and Administration or Transport Environment at your earliest convenience.

DC/pb.

Thanks Dennis

Ray Rikic
Metro Mobile Escort Services
P.O. Box 3700, LCD No. 4
Hamilton, Ontario. L8H 7N1

Phone No. 544-9011

HAMILTON

City Hall
71 Main Street West, Hamilton, Ontario Canada L8N 3T4
Telephone: (905) 546-2790
Fax: (905) 546-3915 546-2448 (TDD Only)

Metro Mobile Escorts Ltd.

Specializing In Motorcycle Escorts And Highland Pipers

P.O. Box 3700, L.C.D. 4
Hamilton, Ontario L8H 7N1
Tel: (905) 544-9011 Fax: (905) 544-1230

June 26, 1995

Dear Mayor Robert Morrow:

In this letter our firm wishes to inform you of our service. We also hope that you may assist us and the residents of this municipality and this province.

On May 3, 1992, the Region of Hamilton-Wentworth officially ended the use of police officers escorting funeral corteges. The police service viewed escorting funerals as not being cost effective to the taxpayer.

The Hamilton-Wentworth Police Service was lobbied by persons opposed to the discontinuation of police escorted funerals. The lobbying was not successful and the final chapter was written by the Police Services Board ending the service. On May 4, 1992, our company picked up on the public outcry, and the opposition of the local funeral directors to this decision, and has tried hard to provide a safe and reliable alternative since that date.

Our firm started providing motorcycle escorts to the funeral homes with the understanding that our drivers would follow the rules of the road, and abide by the Highway Traffic Act, (similar to the escort service provided by pickup trucks escorting wide loads). This was accomplished with some degree of success by limiting the size of the cortege and through the use of high-tech, two-way radio communications between the escort drivers.

The biggest problems that our firm has encountered, however, is that it is difficult to keep the cortege together on its way to the cemetery, due to it being broken up by traffic signals. This has caused members of the cortege, particularly out-of -own mourners, to get lost in the traffic and sometimes unsafe actions by straggling vehilce.

We would like the City of Hamilton and the Region to assist us in convincing the province in making the following amendments to the Highway Traffic Act:

1) An amendment to the H.T.A. with respect to authorized persons directing, controlling, or regulating traffic during a funeral. "Authorized persons" would include police or private escort service .

2) An amendment to the H.T.A. allowing funeral processions, under the direction/control of a police officer or private escort service to proceed past a red light, or stop sign, if the lead vehicle in the procession started through the intersection when the light is green; or in the case of a stop sign, the lead vehicle first comes to a complete stop before proceeding through the intersection and the cortege follows.

3) Requirements that the above privileges granted by the above mentioned would apply only if each vehicle in the funeral procession displays lighted head lamps and emergency flashers and bears a flag or other insignia designating it as part of a funeral procession.

4) That all of the above would not relieve the driver of a vehicle which is being driven in a funeral procession from yielding the right-of-way to an emergency vehicle making use of audible or visual signals, nor from the duty to drive with due regard for the safety of all persons.

In the past, motorists have traditionally yielded the right of way to funeral processions. In today's society, however, this has, more often than not, become the exception rather than the rule. Some municipalities including ours, have by-laws that dictate funeral corteges will not by interrupted. However, there is nothing in the H.T.A. that addresses legislation regarding funeral corteges. Some U.S. states have addressed funeral corteges by passing State legislation to give the funeral cortege the right-of-way and respect it deserves.

It is apparent with the high cost of policing these days, that private enterprise, such as our firm can do the job police used to do at no cost to the taxpayer, (i.e. police vehicles, gas, insurance and the freedom to allow police to channel their efforts where they are really needed.) Already, traditional police functions are being carried out by school traffic guards and road construction flag persons who assist in the smooth flow of traffic every day in this country.

We are, therefore, confident that upon careful consideration of our proposals, you will realize that with their earliest possible implementation, local government would not only win the respect of the public at large but would assist an established local business in providing a much-needed and requested service.

We look forward to your investigation and reply.

Yours truly,

Mr. Raymond R. Rikic
President

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 10
S611-01B K. Lau

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

By-Law to authorize the sale of the Walkway located between 300 and 304 St. Andrews Drive - Vincent Neighbourhood (R-95-52).

RECOMMENDATION:

That the appropriate By-Law for the sale of the public walkway in the Vincent Neighbourhood between 300 and 304 St. Andrews Drive, more particularly described as Block F on Plan M-27 be forwarded to City Council for enactment;

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd .....

BACKGROUND:

The City Council at its meeting on 1994 July 26, adopted Items 24 & 25 of the 8th Report of the Transport and Environment Committee to sell the subject walkway as closed by By-Law 95-106, and was approved by the Ministry of Municipal Affairs under Section 297 (10) of the Municipal Act on 1995 July 17.

We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. It is necessary to pass this By-Law in order to complete the sales.

KML:ljm
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

SALE OF THE PUBLIC WALKWAY LOCATED BETWEEN 300 AND 304 ST. ANDREWS DRIVE, DESIGNATED AS BLOCK ON PLAN M-27, CLOSED BY BY-LAW95-106

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Items 24 and 25 of the 8th Report of the Transport and Environment Committee on 1995 June 27, authorized the City to sell the public walkway between 300 and 304 St. Andrews Drive, designated as Block F, Plan M-27;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the following portions of the public walkway is hereby authorized;

   The northerly half of Block F, Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524m (5 feet) more or less by 31.089m (102 feet) more or less, lying immediately south of Lot 40, Plan M-27, being No. 304 St. Andrews Drive.

   The southerly half of Block F, Plan M-27, having frontage along the easterly limit of St. Andrews Drive of 1.524m (5 feet) more or less by 31.089m (102 feet) more or less, lying immediately north of Lot 41, Plan M-27, being No. 300 St. Andrews Drive.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

2. That the soil and freehold of the said southerly half of the public walkway be offered and sold to Joseph Leonard Raberts and Maria Egle Raberts or their successors in title for the sum of $1.00 in accordance with the provisions of the Offer to Purchase (Highway Closure) dated 1995 June 2, subject to the Highway Closing and Sale Purchases in the Registry Act and the Municipal Act.

3. That the soil and freehold of said northerly half of the public walkway be offered and sold to John Balsilli Ross and Christina W. Ferns Rosss or their successors in title for the sum of $1.00 in accordance with the provisions of the Offer to Purchase (Highway Closure) dated 1995 June 2, subject to the Highway Closing and Sale Purchase in the Registry Act and the Municipal Act.

4. That in the event that the Offer to Purchase the northerly portion of said public walkway is not accepted by the Ross', an Offer will be extended to the owner of No. 300 St. Andrews Drive for the sum of $1.00 subject to the Highway Closure and Sale Purchase in the Registry and the Municpal Act.

5. That in the event that the Offer to Purchase the southerly portion of said public walkway is not accepted by the Raberts', an Offer will be extended to the owner of No. 304 St. Andrews Drive for the sum of $1.00 subject to the Highway Closure and Sale Purchase in the Registry and the Municpal Act.

PASSED this day of A.D. 1994

City Clerk Mayor

3(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 10

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **MacNab-Charles Heritage Conservation District Proposal to Bury Overhead Wires and Install Historic Street Lighting**

RECOMMENDATION:

1. That Hamilton Hydro Electric System, Bell Canada and Cable TV be directed to bury the overhead wires on MacNab Street South between Bold and Hurst, on Charles Street between Bold and Hurst and on Hurst Place between MacNab and Park in conjunction with the 1995 Reconstruction Program.

2. That historic street lighting be installed on MacNab, Charles and Hurst Place within the above-noted limits.

3. That the Finance and Administration Committee recommend the method of financing this work estimated at $100,000.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimate of cost to bury the overhead wires and supply and install historic street lighting is $100,000. A source of funding may be the surplus funds in the street light conversion program which is the subject of a separate report dealing with the closing of Capital Budget Accounts.

BACKGROUND:

The approved 1995 Reconstruction Program includes the reconstruction of roads and sidewalks on MacNab Street South between Bold and Hurst, Charles Street between Bold

and Hurst and Hurst Place between MacNab and Park. In May 1990, Council adopted a Heritage District Plan which advocates enhancement of the heritage character of the district by burying the overhead wires and installing historic street lighting. The historic street lighting would be similar to that installed on Stuart Street between Bay and MacNab streets in 1994.

RPM/rb

c.c. V. J. Abraham, Planning & Development
Attn: N. Chapple
c.c. D. Y. Onishi, Director, Design & Construction, Roads Department
c.c. Susan Reeder, Secretary, Finance & Administration Committee
c.c. A. C. Ross, City Treasurer
Attn: N. Adhya

3(a)xii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commisssioner of Public Works and Traffic

SUBJECT: Gore Park Walkways/King Street Reconstruction

RECOMMENDATION:

a) That $75,000. be used from CF52954201012 Roadway and Sidewalk Reconstruction Program for the reconstruction of walkways in Gore Park; and,

b) That the Region be authorized to proceed with this project expeditiously.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of reconstruction of the walkways in Gore Park is estimated at $451,500., based on the lowest tender received from H.T.C. Contractors Ltd. and includes all applicable taxes, contingency and engineering fees. Funding for this project is recommended as follows:

CF629543010	Gore Park Walkway Restoration	$315,000.
CF529542012	Roadway & Sidewalk Reconstruction Program	$ 75,000.
CF428603000	Downtown Action Plan - Phase 3	$ 61,500.
	Total	$451,500.

There are no staffing or legal implications.

BACKGROUND:

The capital budget for the construction of walkways at Gore Park has an allocation of $315,000. in 1995 and there is an allocation of $264,000. in the 1995 capital budget Roadway and Sidewalk Reconstruction Program for the reconstruction of King Street.

The lowest bid of four (4) bids received is for these works from H.T.C. Contractors Ltd. in the amount of $948,401.99 (includes $62,044.99 G.S.T. and $75,000. contingency). Of this amount $175,000. is the City's share for the reconstruction of King Street and $380,000. (excluding G.S.T., contingency and engineering fees) is for the reconstruction of walkways in Gore Park. Including G.S.T., contingency and engineering fees, the total cost of the Gore Park walkways reconstruction is $451,500. The walkway reconstruction component includes the sidewalks adjacent to King Street. Replacement of the electric plant within Gore Park, which is in poor condition and would be difficult to replace at a later date following the construction of new sidewalks is quoted at $61,500. excluding G.S.T. A separate recommendation report will be made to the Planning and Development Committee with respect to funding of the Gore Park Reconstruction, and in particular the electrical component from the Downtown Action Plan - Phase 3 capital budget amount.

WJP/ps

c.c. Alderman Fred Eisenberger, Alderman, Ward 5
J. G. Pavelka, P.Eng., Chief Administrative Officer
Allan C. Ross, Treasurer, Attn: N. Adhya
R. W. Chrystian, Manager of Parks Division
C. Firth-Eagland, Manager of Streets & Sanitation
R. Meiers, Operations Engineer
D. Onishi, Director, Design & Construction, Trans/Env. Services

3(a)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 2
File No: TEC-208-95 / Authors: M. Hazell/C. Firth-Eagland

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works/Traffic

SUBJECT: Request to Allow Overnight Parking on
Cannon Street East between Sherman Avenue and Lottridge Street

RECOMMENDATION:

That, in accordance with the "Through Street" designation for Cannon Street East between Sherman Avenue and Lottridge Street, parking continue to be prohibited between 2:00 a.m. and 7:00 a.m. each day.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Allowing parking to occur overnight on Cannon Street East in this area would significantly increase the manpower and costs associated with street maintenance operations. Increased costs for conducting snow removal, leaf pickup and streetsweeping operations for this section of street would be in the order of $1,000. per year.

BACKGROUND:

Alderman Don Drury has asked the Public Works and Traffic Department to again consider the feasibility of allowing overnight parking on Cannon Street East in the area between Sherman and Lottridge.

Cannon Street is designated as a "Through Street", and as on virtually all "Through Streets" parking is prohibited between the hours of 2:00 a.m. and 7:00 a.m. each day. For many years, the abutting residents have expressed concern regarding the lack of available off-street parking and convenient side street parking, and in fact, the Regional Council decided to allow overnight parking on Cannon Street in the area west of Sherman on a trial basis.

The lowest bid of four (4) bids received is for these works from H.T.C. Contractors Ltd. in the amount of $948,401.99 (includes $62,044.99 G.S.T. and $75,000. contingency). Of this amount $175,000. is the City's share for the reconstruction of King Street and $380,000. (excluding G.S.T., contingency and engineering fees) is for the reconstruction of walkways in Gore Park. Including G.S.T., contingency and engineering fees, the total cost of the Gore Park walkways reconstruction is $451,500. The walkway reconstruction component includes the sidewalks adjacent to King Street. Replacement of the electric plant within Gore Park, which is in poor condition and would be difficult to replace at a later date following the construction of new sidewalks is quoted at $61,500. excluding G.S.T. A separate recommendation report will be made to the Planning and Development Committee with respect to funding of the Gore Park Reconstruction, and in particular the electrical component from the Downtown Action Plan - Phase 3 capital budget amount.

WJP/ps

c.c. Alderman Fred Eisenberger, Alderman, Ward 5
J. G. Pavelka, P.Eng., Chief Administrative Officer
Allan C. Ross, Treasurer, Attn: N. Adhya
R. W. Chrystian, Manager of Parks Division
C. Firth-Eagland, Manager of Streets & Sanitation
R. Meiers, Operations Engineer
D. Onishi, Director, Design & Construction, Trans/Env. Services

3(a)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 2
File No: TEC-208-95 / Authors: M. Hazell/C. Firth-Eagland

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works/Traffic

SUBJECT: Request to Allow Overnight Parking on
Cannon Street East between Sherman Avenue and Lottridge Street

RECOMMENDATION:

That, in accordance with the "Through Street" designation for Cannon Street East between Sherman Avenue and Lottridge Street, parking continue to be prohibited between 2:00 a.m. and 7:00 a.m. each day.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Allowing parking to occur overnight on Cannon Street East in this area would significantly increase the manpower and costs associated with street maintenance operations. Increased costs for conducting snow removal, leaf pickup and streetsweeping operations for this section of street would be in the order of $1,000. per year.

BACKGROUND:

Alderman Don Drury has asked the Public Works and Traffic Department to again consider the feasibility of allowing overnight parking on Cannon Street East in the area between Sherman and Lottridge.

Cannon Street is designated as a "Through Street", and as on virtually all "Through Streets" parking is prohibited between the hours of 2:00 a.m. and 7:00 a.m. each day. For many years, the abutting residents have expressed concern regarding the lack of available off-street parking and convenient side street parking, and in fact, the Regional Council decided to allow overnight parking on Cannon Street in the area west of Sherman on a trial basis.

Overnight parking has been prohibited on the arterial street system in Hamilton for many years. Virtually all of "Through Streets" are now Regional roads and parking is prohibited on the Regional road system on a full-time basis for approximately 90% of the total mileage and permitted during the daytime hours on the remaining 10%. While Cannon Street is a City street east of Sherman Avenue, it is an arterial street which carries traffic volumes in the order of 20,000 vehicles per day. Cannon Street is operated two-way between Lottridge and Sherman and parking is allowed on the north side of the street during daytime hours, except during the morning and evening rush hours. Parking has been prohibited overnight on Cannon Street for at least the last 30 years.

The Public Works and Traffic Department's principle reasons for being opposed to overnight parking are not related to traffic flow, but rather to the significant increases in costs for conducting street maintenance operations, combined with a lower level of service, as well as safety hazards associated with conducting street maintenance operations during the day when traffic volumes are heaviest.

An investigation has revealed that the additional costs which might be incurred by allowing overnight parking on a typical arterial street would be $765.00 per kilometre of roadway for each occasion. This includes additional equipment and staff, not to mention that these operations would be much less efficient.

The result is that for Cannon between Sherman and Lottridge, allowing overnight parking on the north side of the street would increase costs for conducting snow removal (estimated at three times per year), leaf pickup (once per year) and streetsweeping (estimated at seven times per year) by approximately $1,000. per year for this .42 kilometre section of roadway. While this figure is not significant in terms of the overall budget, staff are very concerned about requests for overnight parking on other area streets which might result and the serious effect on the entire "through street" system.

In addition, virtually all of the roadway markings are painted on arterial streets overnight. Allowing parking to occur overnight during these painting operations would make these operations extremely difficult and very expensive. Also, when painting the lane lines along the roadway, there would be many instances where gusts of wind might carry the paint being sprayed onto the roadway such that it would hit vehicles parked immediately adjacent to the painted line and result in damage claims by motorists. Painting on a typical arterial street is done twice each year.

Stopping is prohibited during the morning rush hour on the north side of Cannon Street in this area. Allowing parking overnight would undoubtedly mean that cars would be left parked on the street during the morning rush hour period, either inadvertently or intentionally. This would have a serious impact on the safety and efficiency of morning rush hour traffic.

While the Hamilton Street Railway have no concerns about overnight parking on this particular section of street, they are concerned about the principle of allowing parking on arterials overnight and the erosion of the "through street" system to the point where street maintenance operations will interfere with bus scheduling.

With respect to the abutting residents concerns about parking, an investigation has revealed that there are 96 residential properties abutting this section of Cannon Street East. Thirty-six of the residents have available off-street parking through side, rear and front yard parking. Additional residents could install front yard parking spaces, but in many instances, this would require extensive renovations to the fronts of their homes. Periodic observations overnight have revealed that there are always available on-street parking spaces within a reasonable walking distance on such streets such as Barnesdale, Somerset, Senator and Lottridge. Thus, parking spaces are available in the area, although not directly at the front doors.

In summary, allowing parking overnight on Cannon Street East between Sherman and Lottridge would permit convenient parking for a relatively small number of residents who live on an arterial street, but who do not have off-street parking on their own property. The result would be significantly increased street maintenance costs combined with a lower level of service, as well as more hazardous conditions for conducting these operations. This type of problem has been resolved in many cases, by allowing front yard parking where sufficient space is available.

The rationale for allowing overnight parking on Cannon Street would be a matter of the public interest versus the private interest, and in some cases, the interest of the general public should prevail. Allowing overnight parking on Cannon Street would result in requests for overnight parking on other arterial streets and result in an erosion of the "Through Street" system. Parking has been prohibited overnight on Cannon Street for at least the last 30 years, and while available parking is frequently not convenient, the residents have been able to make other parking arrangements for many years.

MH/jd

3(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 02
File No: TEC-206-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Glendale Avenue and King Street East and Stinson Street and Wentworth Street South - School Crossing Guards

RECOMMENDATION:

That the School Crossing Guard at Glendale Avenue and King Street East be removed and relocated to Stinson Street and Wentworth Street South during the morning and evening school crossing periods only on a permanent basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The relocation of this position will have a neutral impact on the current School Crossing Guard Program budget.

BACKGROUND:

Stinson Avenue and Wentworth Street South

A request has been received from the Streets Committee of the St. Clair Community Council, to review the need for a School Crossing Guard at the intersection of Stinson Street and Wentworth Street South.

Staff undertook studies at the intersection on 1995 June 15. It was determined that there are approximately 77 crossings of Wentworth and 22 crossings of Stinson during the morning and afternoon crossing periods. The traffic signal at this location alternates the right-of-way

such that pedestrians should have adequate opportunity to cross the roadway. However, children were observed crossing with extreme caution due to their young ages.

When considering the need for a School Crossing Guard at traffic signals, staff place an emphasis on turning traffic which conflicts with the movement of children during the walk time of the traffic signal. Experience has confirmed that when there is an average of 5 vehicles turning through the crosswalks during each cycle of the traffic signal timings, conflicts, delays or reduced confidence in the children is increased. The most frequently used crosswalk at the intersection of Stinson and Wentworth is averaging 12 turns per cycle. Therefore, it is recommended that a School Crossing Guard be assigned to the intersection of Stinson and Wentworth during the morning and evening school crossing periods.

When a recommendation is brought forward to assign a School Crossing Guard to a new location, past practice has been to bring forward a location preferrably within the same Ward, identified as no longer requiring adult supervision and if practicable, to recommend removal. In this case the affect on budget is then neutral. The following is the recommended location.

Glendale Avenue and King Street East

As a result of a decision by Regional Council, a traffic signal was installed at King and Glendale, and turned on on 1991 December 11. A School Crossing Guard has been assigned to this location since 1981.

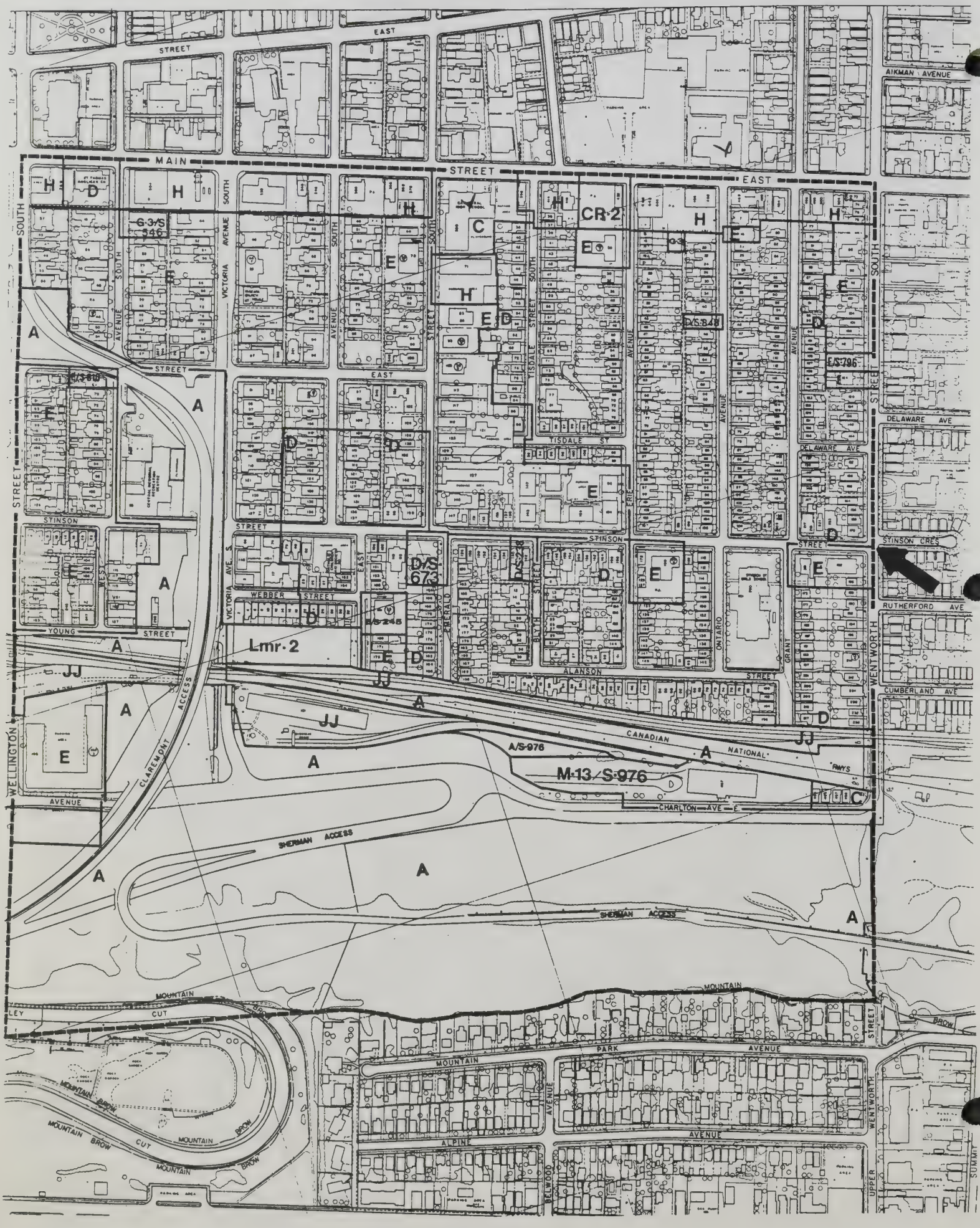
The purpose of a School Crossing Guard is to stop moving vehicles and to create a gap in traffic to enable children to cross roadways safely. At this location King is operated in a one-way westbound direction and the traffic signal requires all King traffic to stop and remain stoppped while all pedestrians (and vehicles) enter or cross King.

As previously discussed, when evaluating the need for a School Crossing Guard at traffic signals, emphasis is placed on turning traffic which conflicts with the movement of children during the walk time of the traffic signal. The most frequently used crosswalk at the intersection of King and Glendale is averaging fewer than one turn per cycle. During both crossing periods there are approximately 10 to 15 students crossing at the intersection.

When compared to all similar locations in the City the intersection of King and Glendale ranks last in severity due to the minimal pedestrian and turning traffic volumes. Therefore, it is recommended that the School Crossing Guard be removed from the intersection of King Street and Glendale Avenue. A School Crossing Guard would remain on duty for an appropriate phase out period to direct children on the proper method and best location to cross the roadway.

TA/MH/ab

CITY OF HAMILTO


MAIN STREET
EAST
SOUTH
STREET
AIKMAN AVENUE
VICTORIA AVENUE SOUTH
CR-2
G-3/S-346
P/S-849
E/S-796
DELAWARE AVE
TISDALE ST
STINSON
STINSON CRES
RUTHERFORD AVE
CUMBERLAND AVE
WEBBER STREET
D/S-673
P/S-238
P/S-245
YOUNG STREET
Lmr-2
ALANSON
WENTWORTH STREET
WELLINGTON
CLAREMONT ACCESS
AVENUE
CANADIAN NATIONAL RWYS
A/S-976
M-13/S-976
CHARLTON AVE E
SHERMAN ACCESS
MOUNTAIN BROW
MOUNTAIN BROW CUT
PARK AVENUE
ALPINE AVENUE
BELWOOD AVENUE
UPPER WENTWORTH STREET
SUMMIT

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 17

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works & Traffic

J. G. Pavelka, P.Eng.
Chief Administrative Officer

SUBJECT: **Sewer Laterals - Tree Roots**

RECOMMENDATION:

a) That the Region of Hamilton-Wentworth be requested to include within the scope of their proposed Sewer Laterals - Ownership and Maintenance Plan, the management of tree roots in sewer laterals for both City and Regional trees.

b) That the Region of Hamilton-Wentworth be requested to initiate their management plan of sewer laterals and tree roots in sewer laterals in the Region's 1996 Capital Budget.

c) That upon the endorsement by both City and Regional Councils of the tree roots in sewer laterals aspect of the proposed Regional Sewer Laterals - Ownership and Maintenance Plan, the City transfer the full current budget funding available for costs relating to tree root blockage/damage by City trees, in Account No. CH56321 60430 and CH55351 60430 being $91,560 and funds related to tree root blockage/damage on Regional Roads CH56398 62903 and, in addition, a one time payment for the first year of phase in for the maintenance plan, of $62,870.46 being that amount over expended for City tree root management in 1994.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Region of Hamilton-Wentworth has endorsed a proposal to undertake a detailed review and evolve a management plan to deal with the issue of maintenance of sewer laterals. A

management plan is required as much of the sewer lateral infrastructure is aging and deteriorating while the costs for maintenance and repairs are escalating. While the ownership of the laterals on private property varies from other utilities, public perception is often that the Region is or should be the owner of all sewer laterals.

Recognizing such factors as the following have led staff to recommend inclusion of the tree roots in sewer laterals within the Regional portfolio.

- the Region's principle role as providers for water and sewer services
- the experience and expertise of the Region in sewer development, maintenance and repair.
- financial incentives achievable through economies of scale
- positive public perception through effective "one stop" administration of sewer maintenance issues.
- fully comprehensive management program evolution achievable by including the full scope of major issues such as tree roots in sewer laterals.

Financial benefits between municipalities can be realized from this infrastructure (sewer and water) being administrated and maintained by one department. From a citizens perspective all sewer and water maintenance services managed under one department should lead to a more efficient and timely response to inquiries or problems they may encounter. At this time the City of Hamilton manages the issue of tree roots in sewer laterals.

The existing program dealing with tree roots in sewers has the Public Works Department reimbursing residents 100% of the invoiced cost for a sewer clean out when a municipal tree is involved in a blockage. The allocation for clean out reimbursements in Account No. CH56321 60430 was $73,210 in 1994. This account would be transferred to the Regional Environmental Services Department.

The Public Works Department also administers a 50/50 cost share program dealing with affected property owners who for one reason or another have to effect repairs to their sewer laterals because of tree roots. The allocation for 50/50 cost share repairs in Account No. CH55351 60430 was $18,350 in 1994. This account would also be transferred to the Region.

The Regional Environmental Services currently have the Public Works Department administer their Sewer Street Tree Policy and Reimbursement Program. This funding would also be transferred back to the Region, being Account No. CH56398 62903.

Any conflicts with the City of Hamilton Tree By-law 92-155 Respecting Trees would still be investigated by the Public Works Department.

There are no staffing implications at this time.

BACKGROUND:

The number of private properties involved in the Sewer Street Tree Program since 1986 is indicative of the extent of the deterioration of the residential sewer infrastructure. Some older areas of the City in particular are in need of immediate attention. If the sewer "lateral" (the pipe going from the house to the street) has broken down because of age, type of material, traffic, ground shifting, then tree roots being opportunistic will enter the lateral in search of water and nutrients. Where the tree roots have infiltrated the private drain at any one specific address this may serve as an indicator of the deteriorated condition of the sewer infrastructure on the City/Region street within the City and would assist the Environmental Services Department in detecting problem areas. The fact that a tree's root system is affecting a sewer lateral at any one location is a good indicator that all laterals on the street could be in need of repair.

The issue of City and Regional staff jointly evolving a solution to the tree roots in sewer laterals problem has been ongoing for a number of years. At its meeting of March 30, 1993 City Council approved Section 20 of the Sixth Report of the Finance and Administration Committee as follows:

> Item (d) *That staff review the City's Sewer-Tree Root Policy and report back to the Transport and Environment Committee; and,*
>
> Item (e) *That the City, through its Chief Administrative Officer and Director of Public Works initiate discussions with the Region, through its Chief Administrative Officer and Commissioner of Transportation/Environmental Services on the condition of the sewer infrastructure and resulting damage.*

The Transport and Environment Committee had also requested in 1993 and again in 1994 that a cooperative solution be found between the Region and the City dealing with tree roots in sewers. Subsequently there have been meetings between the City and Regional C.A.O.s and senior staff of both agencies.

Recognizing that the Region is in the process of evolving a comprehensive Sewer Laterals - Ownership and Maintenance Plan which is aimed at managing the aging sewer lateral infrastructure, now, is the time to forward to the Region the City's perspective that tree roots in sewer laterals should be included within the scope of the Regional Management Plan. It is felt that if the management of the tree roots in sewer laterals is not included within the scope of the evolving Regional plan then the management plan will not recognize one of the major issues affecting property owners respecting sewer laterals and the inadequate current system will continue. Civic staff will continue to be available to assist in the evolution of the management plan such that the process of ultimate review by both City and Regional Councils can proceed as effectively as possible.

The financial approach being recommended is one that recognizes the burden of the tree root issue and proposes to transfer the current budget funding to the Regional portfolio upon approval of the evolving management plan.

CFE/RG/rb

c.c. All Members of Council
c.c. P. Noé Johnson, City Solicitor
c.c. A. Ross, City Treasurer
c.c. C. Firth-Eagland, Manager of Streets & Sanitation
c.c. J. Pook, Horticulturist
c.c. R. Salayko, Co-ordinator of Claims & Administrative Services
c.c. D. Turvey, Commissioner of Transportation/Environmental Services

5.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 17

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: J. G. Pavelka
Chief Administrative Officer

SUBJECT: **Proposed Transfer of the Upper Ottawa Landfill Site from the Regional Municipality of Hamilton-Wentworth to the City of Hamilton**

RECOMMENDATION:

A. That the City's Chief Administrative Officer be directed to establish an interdepartmental review team to evaluate the cost/benefits of the proposed transfer of ownership of the Upper Ottawa Landfill Site to the City; recognizing that the evaluation will include but not be limited to the following issues:

- The status of outstanding debt/debenture for capital works completed, in progress and projected as necessary to ensure the integrity and function of the landfill site.

- Options for environmental impairment liability through insurance via the Region or indemnification agreements which protect the City against environmental liabilities.

- Comprehensive site planning to establish realistic end use options recognizing current constraints, regulations and public perceptions for land fill sites.

- Capital and current budget implications for end use alternatives.

- Review of land transfer boundaries to reflect optimum current use and proposed end use.

B. That the Region of Hamilton-Wentworth be advised that the City of Hamilton will not accept transfer of the landfill site prior to completing this review.

J. G. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, it is not known at this time what the cost implications are of

accepting the proposed transfer of the landfill site. The issue is complex and many factors which will impact upon the ultimate disposition of this property have changed since the matter was first dealt with by City and Regional Councils.

An analysis of the cost/benefits of the transfer are a major objective of the intended staff review. The interdepartmental evaluation of the transfer will be undertaken within existing staff compliments and budget.

From a legal perspective both City and Regional Councils have previously approved the proposal to transfer the landfill site from the Region to the City. However, deed transfers have never been completed as the Region has not satisfied the conditions of the approvals respecting the environmental liabilities of the City. It is imperative that this and other related legal issues be resolved prior to the execution of the proposed transfer.

BACKGROUND:

The Regional Municipality of Hamilton-Wentworth is the current owner of the Upper Ottawa Landfill site. The Region desires to complete the execution of a transfer of ownership for this landfill site back to the City of Hamilton. This transfer was initially approved by City Council on February 14, 1978. Subsequently, there has been numerous City and Regional Council Resolutions which impact upon the transfer.

Within these various resolutions are expectations for the City's potential end use for this site, land transfer boundaries affecting the area of land transfer and conditions meant to protect the City of Hamilton from possible environmental liabilities associated with the sites prior use as a landfill.

Since the initial resolutions to enact the transfer there have been significant changes at the Provincial level in the area of regulatory controls which impact upon both the potential end use of the site and ongoing management of its environmental aspects.

Recognizing that the requirements to indemnify the City against environmental liabilities have not been met and that there are changes in the land transfer boundaries and changes in legislation and public perception regarding potential end use of this site, it is recommended that an interdepartmental review team be established.

This group will have representation from Law, Public Works and Traffic, Property, Planning and will report to the appropriate committees of Council as required.

CFE/rb

c.c. D. Lobo, Commissioner of Public Works & Traffic
c.c. P. Noé Johnson, City Solicitor
c.c. A. Ross, City Treasurer
c.c. V. Abraham, Director of Planning
c.c. D. Vyce, Director of Property

6(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 3
SWE 308-07P V. Sferrazza

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: **Premier Waste Systems Ltd. Application to Amend Provisional Certificate of Approval No. A100210 Waste Disposal Site (Processing), 306 Lake Avenue N., Hamilton**

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton supports, in principle, Premier Waste Systems Ltd. receiving an amendment to its Provisional Certificate of Approval to operate a Waste Disposal Site (Processing) for the site located at 306 Lake Avenue North, Hamilton, subject to the following conditions:

i) Premier Waste Systems' request to accept 10% food and other putrescible type of domestic waste (commercial) from their total daily collection not be accepte

ii) Proper corrective actions by Premier Waste Systems to prevent or resolve any loading increases to the sewage treatment plant through sewage discharges be initiated accordingly. These initiatives may include, but is not limited to, pollution prevention measures, utilizing a licensed waste hauler, an Overstrength Agreement or a Compliance Agreement (subject to approval);

iii) Premier Waste Systems implement measures for monitoring and detecting "off-site" odour emissions and controlling odour from off-loading trucks before the vehicles leave the premises. Furthermore, the truck hauling areas should also be de-odourized on a regular basis; and

iv) All environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City By-laws are complied with fully.

Cont'd...

**Premier Waste Systems Ltd. Application to Amend
Provisional Certificate of Approval No. A100210**

RECOMMENDATION: (Cont'd)

b) That the MOEE clarify, to the Region, the methodology the proponent will utilize to ensure all solid non-hazardous IC&I wastes amounts received and stored daily do not exceed the established quantities, in the absence of a weigh scale on site;

c) That a copy of this report be forwarded to the West Central Branch of the MOEE for their consideration in the preparation of the Certificate of Approval regulating the activities proposed by Premier Waste Systems;

d) That the MOEE be requested to forward a copy of Premier Waste Systems final amended Certificate of Approval for the operation of a Waste Disposal Site (Processing) to the City of Hamilton.

P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N\A

BACKGROUND:

The West Central Region of the MOEE has received an application from Premier Waste Systems, requesting an amendment to their Provisional Certificate of Approval to operate a Waste Disposal Site located at 306 Lake Avenue North, Hamilton.

Premier Waste Systems currently operates a waste transfer site which separates, sorts, reuses, and recycles solid non-hazardous IC&I wastes. The proponent has requested approval to:

- receive 400 tonnes of solid non-hazardous IC&I waste per day, and establish a storage capacity of 200 tonnes per day;
- expand the hours of operation to 6am to 12 am (18 hours), Monday to Sunday, including statutory holidays for Transfer/Processing facility per day, and 6am to 9pm, Monday to Saturday, receiving only; and
- accept 10% food waste from IC&I.

Cont'd...

**Premier Waste Systems Ltd. Application to Amend
Provisional Certificate of Approval No. A100210**

Cont'd...

The impetus for the request is an expansion of 5,000 square feet to the existing 5,000 square feet site, to accommodate and accept increased volumes of solid non-hazardous IC&I waste.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from pertinent City and Regional Departments were solicited to review background documentation provided by Premier Waste Systems and the MOEE, and subsequently submit any comments or concerns each stakeholder might have with the proposal.

There were no objections expressed by any City and Regional Departments regarding the request for a facility expansion, an increase in solid waste volumes accepted, and expanded hours of operation. Conversely, Premier Waste Systems request to accept 10% food waste was definitively opposed due to potential environmental, rodent, and odour problems.

The Region's Environmental Health Branch (EHB) expressed concerns regarding potential negative effects from food wastes. EHB acknowledged Premier's pest control initiatives, however, EHB feared a potential increasing rodent population with the addition of food waste. Further concerns focus on odours emanating from the facility and vehicles leaving the premises. Initial corrective measures have been taken by Premier Waste Systems, however, the EHB has requested further de-odourizing procedures within the truck hauling areas.

The Region's Industrial Waste Section's potential area of concern is the discharge of the wash water utilized in cleaning the holding areas to the Region's sanitary sewer system. The addition of food waste could result in exceedances of Regional Sewer Use By-law and increase the loading to the sewage treatment plant.

The City acknowledges, and tolerates, that local Waste Management companies, including Premier Waste Systems, receive small amounts of putrescible waste in its daily collections, however, any such amount is limited to "incidental" quantities. "Incidental" is referred to situations whereby organic food waste is inadvertently disposed within a solid non-hazardous waste collection, and whereby no deliberate efforts are taken to dispose of concentrated loads of organic waste.

VSI

6(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: July 18, 1995
SWE 308-07P W. O. Scattolon

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: **Plastimet Inc. Application for Certificate of Approval No. A650078 for a Waste Disposal Site (Processing)**

RECOMMENDATIONS:

a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Plastimet Inc. receiving a Provisional Certificate of Approval for a Waste Disposal Site (Processing), located at 119 Princess Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully.

b) That a copy of this report be forwarded to the West Central Branch of the MOEE for its consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility proposed by Plastimet Inc.

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Plastimet Inc. Application for Certificate of Approval No. A650078 for a Waste Disposal Site (Processing)

Cont'd...

BACKGROUND:

The West Central Region of the Ministry of Environment and Energy has received an application from Plastimet Inc. requesting a Provisional Certificate of Approval to operate a Waste Disposal Site (processing).

Plastimet Inc., who is in the business of recycling plastics, is applying for approval to operate a vinyl and foam separation machine, to be located within their existing warehouse at 119 Princess Street, Hamilton. The process will involve the wet separation of co-mingled vinyl and foam scrap material originating from the production of automotive interiors.

Waste generated at 119 Princess Street, Hamilton, will come from a facility in Port Hope, Ontario, that processes (grinding operation only) all vinyl and co-mingled vinyl materials from the Textron automotive interiors plant in Port Hope, Ontario. Clean vinyl scrap from Port Hope will be shipped directly to markets as soon as a 45,000 lb. truckload is accumulated. The residual comingled vinyl and foam scrap material, in regrind form, will be shipped to Hamilton for separation processing.

As the scrap material for the process is considered a form of waste by the MOEE, approval for a waste processing site under the Environmental Protection Act (EPA) is required.

Raw material (PVC and foam scrap) in shredded form, from Port Hope, will be received at 119 Princess Street, Hamilton in gaylord boxes on skids. Material will be blown into a large stainless steel tank and mixed with water until adequate separation occurs. PVC will sink and be pumped to a spin dryer where it will be dried and blown back into gaylord containers ready for shipment to market. The foam residue will be skimmed off the top of the tank and will be pumped to a spin dryer where it will be blown into gaylord containers and accumulated for shipment to market. Process water is recycled within a closed loop which does not involve, nor require, discharge to the sewer system. The process is a simple sink-float method of separating various materials.

The reclaimed vinyl is shipped to markets such as RCR International, Mississauga, and Shirloin Plastics, Cambridge, a manufacturer of garden hose. The reclaimed foam will be shipped to General Felt Industries, Sandlebrook, New Jersey, for remanufacture into foam underpadding for the carpet industry. Materials in each component must be free from the others contamination.

Cont'd...

Plastimet Inc. Application for a Certificate of Approval No. A650078 for a Waste Disposal Site (Processing)

Cont'd...

BACKGROUND:

Textron is currently accumulating approximately 230,000 lbs. per month of recyclable PVC waste. Vinyl recovery is approximately 50%. Therefore approximately 115,000 lbs. of comingled vinyl & foam residue will result. The amount of material received on a daily basis from the Port Hope processing facility by Plastimet Inc. will be approximately ten (10) tonnes. All materials will be weighed on an in-plant scale upon arrival at 119 Princess Street, Hamilton.

On-site storage time will be dependent upon processing rates. Processed material will be shipped out as soon as truckload quantities (29,000 lbs.) accumulate, and processing equipment will operate only if adequate quantities of materials are available on a daily basis.

In order to satisfy the City's regulatory mandate, as well as the Ministry's request for comments, staff from various City departments were requested to review the background documentation provided by Plastimet Inc. and prepare a report on any comments or concerns they might have on the proposed facility and/or its operation.

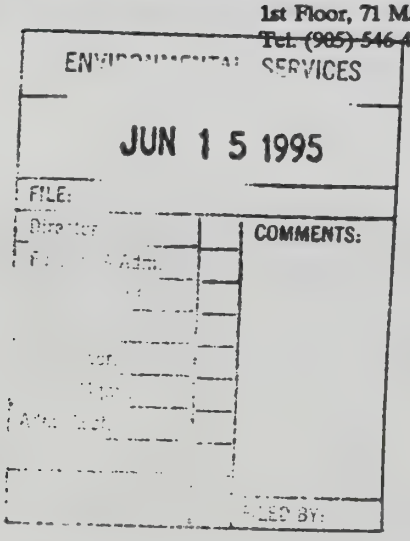
Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Noise Control, Building Department, Fire Department are appended to this report. The intent of the proposed facility is to process waste and all residual waste from the operations will be taken off site to a certified landfill site. The responses support the proposal as it complies to the Official Plan, all relevant City By-laws and all regulations set out in the Ontario Fire Code.

WOS:wos
Attachs.
p:\ulce\plastimet.ulce

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

City of HAMILTON

TRAFFIC DIVISION
1st Floor, 71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-4510 / Fax (905) 546-2419



1995 June 8

Mr. V. Terluk
Supervisor, Waste Operations
Environmental Services

Dear Sir:

Re: Plastimet Inc.
Application for a Certificate of Approval

In response to your memorandum of 1995 May 15, please be advised that we have reviewed the above application and have no comment.

Should you require any additional information, please contact Bill Ferguson at 546-4575.

Yours truly,

Roland Karl, P. Eng.
Manager of Traffic Planning

BF/klk

****

PLANNING AND DEVELOPMENT DEPARTMENT
CITY OF HAMILTON

MEMORANDUM

****

TO: Colin Rodgerson
Solid Waste Operation Section
Environmental Services Dept.

YOUR FILE: SWE308-07

FROM: Victor Abraham, MCIP, RPP
Director of Planning and Development

OUR FILE: OP-COMP(C)

SUBJECT: 119 Princess Street
Application for Certificate of Approval
for a Waste Disposal Site (Processing)

DATE: May 18, 1995

This memorandum is in response to your memorandum dated May 15, 1995.

The subject lands are situated in the northern part of the Stipeley Neighbourhood. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial. In addition, the subject lands are designated "Industrial" in the Stipeley Approved Neighbourhood Plan.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off,

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The applicant has requested authorization to operate a processing facility that will separate "clean" polyvinylchloride (PVC) plastic and foam materials. The materials are scrap originating from an automotive parts supplier. Once separated, the scrap materials will be shipped to other manufacturers for use in other products, e.g., garden hoses and foam underpadding for carpets.

The activities do not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened. If you have any further questions, please contact Keith Extance at 546-4158.

KE/

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

****

TO:	Mr. Val Terluk Supervisor, Waste Operation Region of Hamilton Wentworth Environmental Services	YOUR FILE SWE 308-07	
FROM:	Mr. F. Westaway Noise Control Officer Public Works Department	OUR FILE: PHONE:	 523-5670
SUBJECT:	Plastimet Inc. Application for a Certificate of Approval for a Waste Disposal Site (Processing)	DATE:	1995 July 6

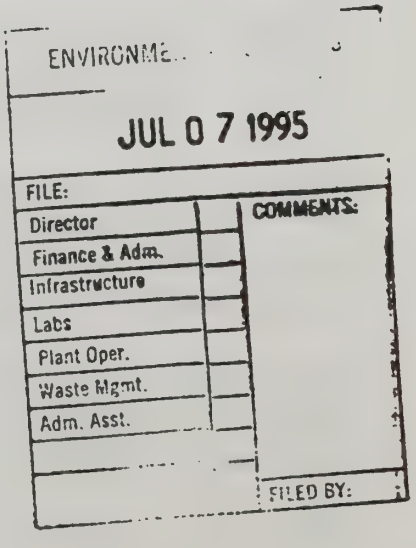
As per your request the City Noise Control Office has reviewed the Application for a Certificate of Approval submitted by Plastimet Inc. The site located at 119 Princess St. Hamilton.

The City Noise Control has no concerns with regards to the application submitted.

Should you require further information please contact the undersigned at 523-5670.

F. Westaway
Chief Noise Control Officer

FW/rs



THE CORPORATION OF THE CITY OF HAMILTON

BUILDING DEPARTMENT

MEMORANDUM

****

TO:	[redacted] Supervisor, Solid Waste Operations Environmental Services Department	YOUR FILE:	SWE 308-07
FROM:	Mr. Len King, P. Eng. Building Commissioner Building Department	OUR FILE: PHONE:	 546-4655
SUBJECT:	**Plastimet Inc.** **119 PRINCESS STREET**	DATE:	1995 May 31

In response to your letter dated May 15, 1995, please be advised that this Department has examined the proposal and offers the following comments:

1. The site is located within a "K" District.

2. The proposed use is permitted within this District.

Len C. King, P. Eng.
Building Commissioner

SH/WKW/zr

HAMILTON FIRE DEPARTMENT

FIRE PREVENTION DIVISION

MEMORANDUM

****

TO:	Mr. V. Terluk Supervisor, Waste Operations Environmental Services Department	YOUR FILE:	SWE 308-07
FROM:	F.G. Biancucci, Acting Chief Fire Prevention Officer	OUR FILE:	2764
SUBJECT:	Plastimet Inc.'s Application for a Provisional Certificate of Approval No. A650078 for a Waste Disposal Site (Processing) 119 Princess Street	DATE:	25 May 1995

The Hamilton Fire Department is in receipt of a copy of Plastimet Inc.'s Application for a Certificate of Approval for a Waste Disposal Site (Processing).

This Department has been active on this property and on 1995 March 15, an Ontario Fire Code Notice of Violation was served on Plastimet Inc. This Violation outlined six requirements (Attached).

On 1995 May 4, a re-inspection found compliance with Items #1, #2, #3, #4 and #6. Item #5 was not complied with and required certification that the existing sprinkler system would adequately protect the commodity being stored in the building.

The owner is working towards compliance with Item #5. The sprinkler contractor hired by the owner provided insufficient information on the existing sprinkler system. The owner is now working toward compliance with Item #5 by obtaining the advice of a consultant to determine if the sprinkler system adequately protects the commodity being stored.

Our Department will follow-up after 1995 June 1 to ensure a consultant's report is forthcoming and will report back to your office by 1995 June 19.

Attachment
FP:cl

Ontario

Ministry of the Solicitor General | Ministère du Solliciteur général | Office of the Fire Marshal | Bureau du commissaire des incendies

Notice of Violation
Avis d'infraction

(WRITE FIRMLY - You are making 4 copies)
(ÉCRIRE EN APPUYANT - 4 exemplaires)

File No. 2764
Fire Code
Code des incendies

Page 1 of / de 2

Issued to: (Name and address of owner)
Avis lancé contre: (Nom et adresse du/de la propriétaire) Plastimet Inc.

15 Forsyth Place, Hamilton, Ontario

In accordance with the Fire Marshals Act, R.S.O. 1990, c.F.17 as amended a fire safety inspection was conducted at
Conformément à la Loi sur les commissaires des incendies, L.R.O. de 1980, c. 166, tel qu'il est modifié les lieux situés à

119 Princess Street, Hamilton, Ontario

Property Address / Adresse

on
ont été inspectés le March 10, 1995 pour vérifer le dispositif de prévention des incendies.
(date)

The following violations of the Fire Code were noted at the time of inspection.
Les infractions suivantes au Code des incendies ont été relevées lors de l'inspection et décrites comme suit:

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Violations / Description des infractions
1	6.2.1.2.	Recharge, tag and date the following rated portable fire extinguishers
		located as follows:
		a) 3A 10BC near the loading dock.
2	6.2.4.3.	Mount the following portable fire extinguishers in a visible and
		accessible location so that the top of the extinguishers are not more
		than 1.5m (5') above the floor:
		a) 3A 10BC near the sprinkler valve
		b) 3A 10BC near the loading dock.
3	6.5.3.-	Establish a maintenance program for the building's sprinkler system in
	6.5.6.	accordance with Subsections 6.5.3.-6.5.6. inclusive of the Ontario Fire

If the above violations are not corrected by
Si en date du April 24, 1995
Date
,you will be prosecuted for failure to comply with the Fire Code.
vous n'avez pas remédié aux infractions susmentionnées, vous serez poursuivi(e) en justice pour inobservation des dispositions du Code des incendies.

Subsection 19 (5) and (6) of the Fire Marshals Act as amended
Les alinéas 19 (5) et (6) de la Loi sur les commissaires des incendies:

Dated in Hamilton, Ontario this
15th day of March, 1995

(5) Every person who contravenes any provision of the fire code and every director or officer of a corporation who knowingly concurs in such contravention is guilty of an offence and on conviction is liable to a fine of not more than $25,000 or to imprisonment for a term of not more than one year, or to both.

Est coupable d'infraction et passible, sur declaration de culpabilité, d'une amende d'au plus 25,000 $ et d'un emprisonnement d'au plus un an, ou de l'une de ces peines, quiconque enfreint une disposition du code des incendies. Il en est de même de l'administrateur ou dirigeant d'une compagnie qui se rend complice d'une telle infraction.

(6) Where a corporation is convicted of an offence under subsection (5), the maximum penalty that may be imposed upon the corporation is $50,000 and not as provided therein.
Toutefois, en cas d'infraction par une personne morale, l'amende peut s'élever à 50 000 $.

This Notice was served upon PLASTIMET INC. by REGULAR MAIL & POSTING ON DOOR

Assistant to the Fire Marshal / Commissaire adjoint(e)
Inspector P. Harper
Signature
March 15, 1995
Date

Name of Fire Department / Nom du service des pompiers AT 119 PRINCESS
~~Hamilton Fire Department~~
Address of Fire Department / Adresse du service des pompiers
~~55 King William Street~~
Hamilton, Ontario L8R 1A2

Distribution: Original and copy to Owner/Occupant / L'original et une copie au propriétaire ou locataire
Copy to Fire Department file / Une copie au service des pompiers
Spare copy / Une copie supplémentaire

Date	Forming part of: / Accompagnant:	At property address / À l'adresse de l'immeuble
	— Inspection Report — Rapport d'inspection — Notice of Violation X Avis d'infraction	119 Princess Street

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		Code. Test the building's sprinkler system now as per the time intervals
		outlined in Sentences 6.5.5.1.-6.5.5.7. inclusive of the Ontario Fire
		Code.
4	1.1.2.1.	a) Keep a written record available of tests required as referenced in
		item #3. These records are to include corrective measures taken and are
		to be kept for a period of two (2) years after they are made.
		b) Make available for inspection by the Chief Fire Official, the written
		records of all tests and corrective measures as referred to in a) above.
		on or before April 24, 1995. Contact Inspector P. Harper at 546-3350 to
		make arrangements for inspection of the test records.
5	2.1.2.2.	Provide written documentation from a qualified contractor that the
		existing sprinkler system will adequately protect the commodity being
		stored in the building. If the documentation indicates that the present
		sprinkler design does not properly protect the commodity, the present
		sprinkler system must be upgraded/replaced to ensure that it protects the
		commodity in conformance with N.F.P.A. 13, "Standard for Installation of
		Sprinkler Systems." Any upgrade to the sprinkler system must be done
		under permit from the City of Hamilton Building Department.
6	2.1.2.2.	All storage of propane cylinders is to be removed to a safe location
		outside of the building.

HAMILTON FIRE DEPARTMENT

FIRE PREVENTION DIVISION

MEMORANDUM

****

TO: Mr. V.Terluk, Supervisor
Waste Operations
Environmental Services Department

YOUR FILE:

FROM: F. G. Biancucci, Acting Chief Fire Prevention Officer
Fire Prevention Division

OUR FILE: 2764
PHONE: (905) 546-3350

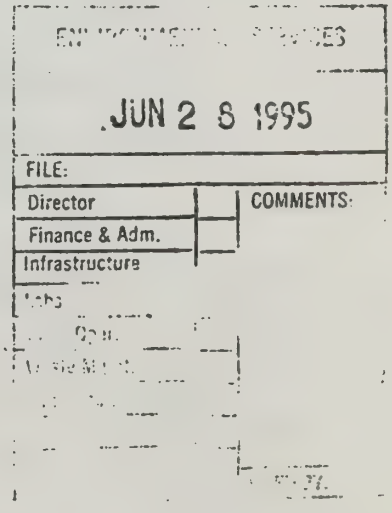
SUBJECT: Plastimet Inc.'s Application for a Provisional Certificate of Approval No. A650078 for a Waste Disposal Site (Processing)
119 Princess Street

DATE: 1995 June 28

Further to our memo of 25 May 1995, be advised that Plastimet Inc. has now complied with item #5 of the March 15, 1995 Ontario Fire Code Notice of Violation.

All of this department's requirements have now been complied with.

JV/ggf



ENVIRONMENTAL SERVICES DEPARTMENT

MEMORANDUM

****

TO:	**Val Terluk** **Supervisor, Solid Waste Operations** **Environmental Services Department**	**YOUR FILE:**	**SWE 308-07**
FROM:	**Dale Millar** DM **Acting Supervisor, Industrial Waste** **Environmental Services Department**	**OUR FILE:** **PHONE:**	**554.2** **(905) 546-2671**
SUBJECT:	**Plastimet Inc.'s Application for a Provincial Certificate of Approval for a Waste Disposal Site (Processing)**	**DATE:**	**1995 May 24**

In response to your request for information of May 13, 1995, regarding Plastimet Inc.'s application for a Certificate of Approval (C of A) to operate a Waste Disposal Site (Processing) for the site located at 119 Princess Street, Hamilton, Ontario, we wish to inform you;

1. A review of Plastimet Inc's. application has shown that the company will have an operation that will not discharge any process effluent to the Regional sanitary sewer system.

2. Contingency planning will involve training of staff for emergencies such as spills.

3. Training will include the institution of special clean up procedures and spill containment to minimize the potential of accidental discharges to the environment.

The non-hazardous nature of the materials to be processed should not present any foreseeable problems with regard to sewer use. Therefore the proposal put forth by Plastimet Inc., as it stands, appears to be acceptable from a sewer use standpoint with the provision that wastewater discharged from this operation complies with all aspects of the Regional Sewer Use By-law No. R89-049.

Thank you,

DO/

P:\SOLIDWST\VAL\SWE30807

6(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 21
T103-69 (46) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Outdoor Cafe
33 Hess Street South (R-95-46)

RECOMMENDATION:

a) That the application of Y. Tsangarakis, proprietor of the Diva Wine Bar and Bistro, (33 Hess Street South, Hamilton), on behalf of the owners, Tarador Holdings, to establish an outdoor boulevard cafe at 33 Hess Street South, measuring 6.45m x 3.66m, on the Hess Street South road allowance, be approved during the pleasure of Council, subject to the following:

i) That the applicant and owner enter into a Boulevard Cafe Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the City Solicitor;

ii) That the applicant or owner pay the processing and registration fee of $958. and first annual encroachment fee of $200. plus taxes, if applicable;

iii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iv) That the applicant occupy the licensed area of the boulevard from May 1 to October 31 of each year of the agreement, and that all furniture, equipment, etc. be removed from the road allowance at all other times.

Cont'd...

Proposed Outdoor Boulevard Cafe
Diva wine Bar and Bistro

Cont'd...

v) That the applicant provide access for the physically disabled utilizing the Barrier Free Design Standards adopted by Council on October 25, 1994.

vi) That clearance and access be provided for Hamilton Hydro and Union Gas for their plants within the patio limits.

b) That the Mayor, the City Clerk and the City Treasurer be authorized and directed to execute the Boulevard Cafe Agreement.

per: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Y. Tsangarakis, proprietor of the Diva Wine Bar and Bistro 33 Hess Street South requesting permission to establish an outdoor boulevard cafe on the Hess Street road allowance abutting the above mentioned establishment. The proposal would be to utilize 23.607 meters squared and to provide seating for 26 patrons at the eight tables.

The practice of this Department concerning applications for outdoor boulevard cafes is to circularize to the residents and businesses in the area, the affected municipal departments and the public utility companies for comments and concerns.

Cont'd...

Proposed Outdoor Boulevard Cafe
Diva Wine Bar and Bistro

Cont'd...

The results of our circularization are as follows:

Total number circularized 243

In favour 16 Opposed 12 No response 215

Those opposed felt that the area already has enough cafes and that it would contribute to existing noise problems and parking shortages in the area.

No negative comments were received from utility companies, however, there are some provisions required. Hamilton Hydro has indicated they have a transformer pole in the patio area and they require 1.0m of horizontal clearance and 3.0m of vertical clearance. Union Gas has an existing NPS 2 Steel intermediate gas line within the patio limits and will require access for maintenance purposes.

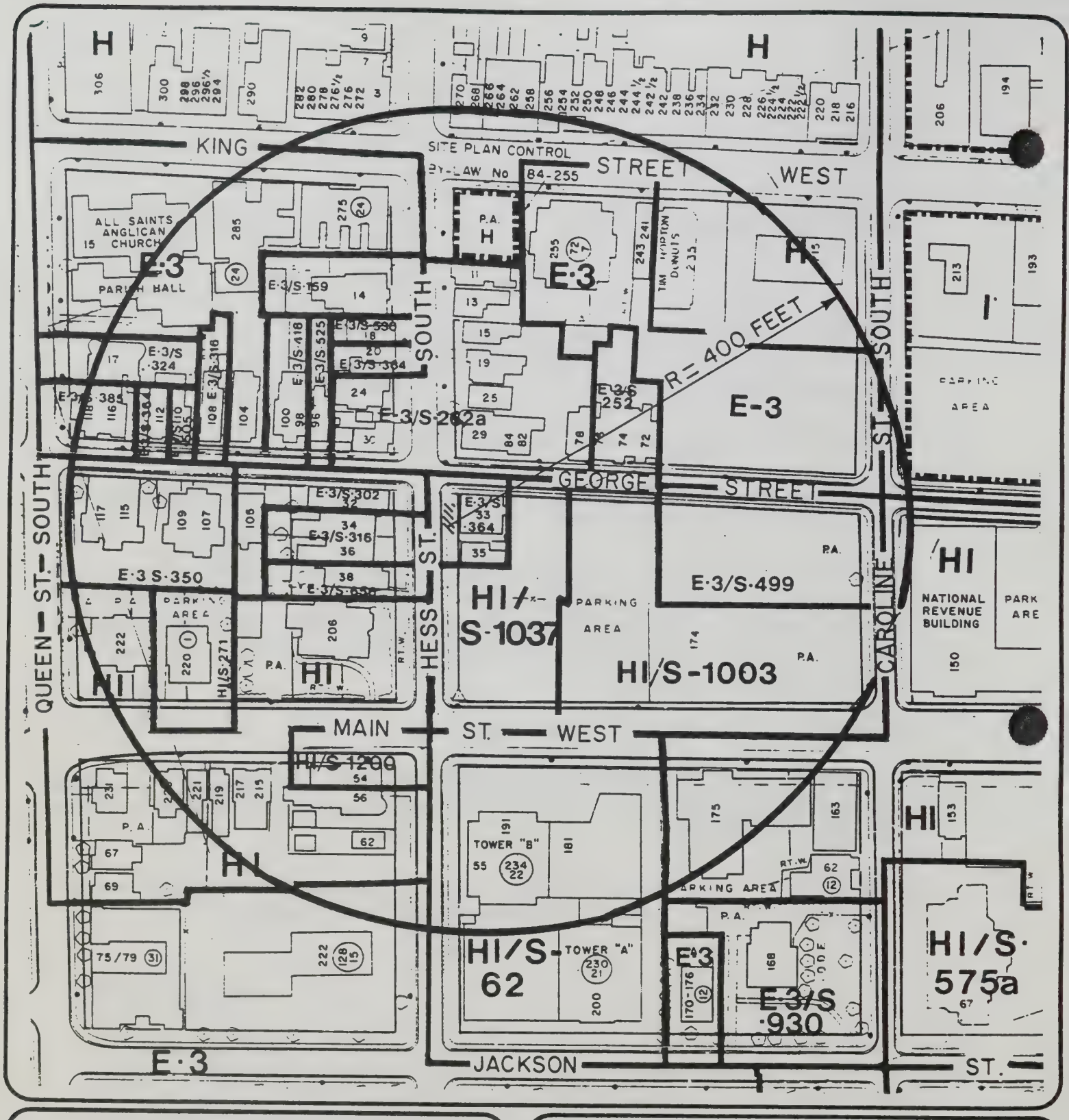
There were no objections from municipal departments.

Staff met with the applicant to discuss the feasibility of designing the patio to provide access for the physically disabled. In this instance accessability can and will be constructed to ensure access for physically disabled.

As this area already has several outdoor cafes and as we have not received negative responses from any municipal departments, this Department is in favour of the request.

JKC:

cc: A. Ross, City Treasurer
cc: Alderman G. Copps, Chairperson Pathways Committee



LOCATION PLAN
FOR

DIVA WINE BAR & BISTRO

33, HESS STREET SOUTH
HAMILTON

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

PROPOSED
OUTDOOR PATIO CAFE'

North	Scale	Reference File No.
	Not to Scale	T 103 – 69 (46)
	Date	
	APRIL 19, 1995	

6(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 16
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Hess Village Criterium Friday August 25, 1995
and
National Cycling Championship Sunday August 27, 1995
(R-95-47)

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be approved in authorizing the applications of the National Cycling Championship organization to temporarily close the following City streets:

a) From 6:00 pm to 11:00 pm on Friday August 25, 1995:

Hess Street:	Main Street to King Street
George Street:	Queen Street to Pearl Street
Pearl Street:	King Street to George Street

to hold the Hess Village Criterium, and

b) From 12:00 noon to 6:00 pm on Sunday August 27, 1995:

MacNab Street:	Herkimer Street to Duke Street
Duke Street:	Hess Street to MacNab Street
Hess Street:	Duke Street to Main Street

to hold the Hamilton Senior Men and Women cycling race,

Cont'd...

National Cycling Championships

Cont'd...

subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic ;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

Cont'd...

National Cycling Championships

Cont'd...

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On June 12, 1995, the Region's Transportation Services Committee reviewed the impact of two National Cycling Championship events to take place in the City of Hamilton over one weekend. Staff were directed at that time to continue to meet with the event organizers to finalize an acceptable pattern of road closures. The following closures of Regional roads were approved at Committee on July 12, 1995 and the following closures of City streets were also required for the events:

Hess Village Criterium

Friday August 25, 1995 from 6:00 pm to 11:00 pm:

King Street from Hess Street to Pearl Street
Hess Street from Main Street to King Street
Queen Street from Main Street to King Street
George Street from Queen Street to Pearl Street
Pearl Street from King Street to George Street
Main Street between Hess Street and Queen Street (2 south lanes)

Cont'd...

National Cycling Championships

Cont'd...

Hamilton Senior Men and Women Cycling Race

Sunday August 27, 1995 from 12:00 noon to 6:00 pm:

James Street South:	Markland Street to James Mountain Road
James Mountain Road:	James Street South to West 5th Street
West 5th Street:	James Mountain Road to Brantdale Avenue
Claremont Access Ramp:	Claremont Access to West 5th Street
Garth Street:	Fennell Avenue to Beckett Drive
Beckett Drive:	Garth Street to Queen Street
Queen Street:	Amelia Street to Herkimer Street
Herkimer Street:	Queen Street to MacNab Street
MacNab Street:	Herkimer Street to Duke Street
Duke Street:	Hess Street to MacNab Street
Hess Street:	Duke Street to Main Street
Main Street West:	Queen Street to James Street (except emergency and transit vehicles)

with additional lanes closures on the west side of James Street South, west side of West 5th Street, north side of Mohawk Road and east side of Garth Street, as directed by Regional Police Services.

In addition, the operation of Queen Street from Main Street to King Street was required to be one-way north-bound and the operation of King Street from Queen Street to James Street was required to allow for two-way movements.

On the east side of James Street between Main Street and St. James Place, 1.5 lanes remained open to accommodate emergency vehicles as well as regular traffic. The two south bound lanes of West 5th Street from Brantdale Avenue to Mohawk Road, the two west bound lanes of Mohawk Road between West 5th Street and Garth Street and the two north bound lanes of Garth Street between Mohawk Road and Fennell Avenue were also required for the race, allowing regular traffic to use the remaining lanes.

Cont'd...

National Cycling Championships

Cont'd...

The two-way traffic option on King Street required east bound traffic to detour at James Street southerly to Main Street to continue eastward and south bound traffic to continue on the east side of James Street utilizing the 1.5 lanes as described above.

Area residents and businesses have been notified of the event via flyers and will be notified by television and radio advertisements approximately two weeks prior to the event.

Since these events have received Regional Council approval and since appropriate detour routes for traffic and public transportation were arranged, the Commissioner of Transportation/Environmental Services approved the events.

JKC:

cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: D. Lobo, Department of Public Works and Traffic
cc: K. Nichol, Scheduling, H.S.R.
cc: G. Kirchknopf, Department of Public Works and Traffic

6(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 16
T103 23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Westdale Village, Fall Festival 95

(R-95-50)

RECOMMENDATION:

a) That the application of the Westdale Village B.I.A. to temporarily close King Street West between North Oval and Sterling Street from Thursday September 14, 1995 at 6:00 pm to 12:00 midnight on Saturday September 16, 1995, in order to hold a "Fall Festival 95"; be approved, subject to the following conditions;

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic and at the expense of the applicant;

Cont'd...

Westdale Village, Fall Festival 95

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

b) That the applicant be permitted to have currently liquor licenced establishments within the closure area sell alcohol on the King Street West road allowance,between North Oval and Sterling Street, from 12:00 noon to 11:00 pm on Friday September 15, 1995 and from 12:00 noon to 11:00 pm on Saturday September 16, 1995, provided that;

i) The applicant provide proof of $5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

ii) The L.L.B.O. be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for the New Village Restaurant, Hillebrand Wine Shop, the Bean Bar and the Snooty Fox from Friday September 15, 1995 to Saturday September 16, 1995, in conjunction with the Westdale Village Fall Festival 95, on the condition the above noted requirements are satisfied.

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from the Westdale Village B.I.A. to temporarily close King Street West from North Oval to Sterling Street from Thursday September 14, 1995 at 7:00 pm to Saturday September 17, 1995 at 12:00 midnight, in order to hold a Fall Festival,95.

Cont'd...

Westdale Village, Fall Festival 95

Cont'd...

The Westdale B.I.A. will be celebrating the 74th anniversary of Westdale which is Hamilton's first planned community. The festival will reflect the era of the 1920's with attractions from the Hamilton Museum of Steam and Technology and artisans from the time period.

There will be midway rides in the parkettes located between Paisley Avenue and Marion Avenue along with a petting zoo and games of chance. We have been informed that some of the proceeds from this event will be donated to the Juvenile Diabetes organization and other charities chosen by the various local businesses.

The applicant will begin preparation for the closure on Thursday September 14, 1995 after 6:00 pm. At that time the applicant will bag parking meters and post " No Parking" signs within the closure limits to provide for the delivery of equipment needed for the festival.

Included in the festivities will be a 5km fun run which will take place on Saturday September 16, 1995 at 7:00 pm. The run will start on Sterling Street, proceed along Mayfair Crescent into the grounds of McMaster University, return along Sterling Street and finish near the intersection of Sterling and King. The fun run is expected to draw 250 participants and will conclude by 8:30 pm.

Hamilton Street Railway will provide the necessary detours for their ridership by utilizing Cline Avenue for eastbound buses from North Oval to Sterling Street and North Oval from King Street to Sterling Street for westbound buses. Regional Police Services will provide the required number of officers to provide traffic control for this event and costs will be paid for from the Region's special events account.

The Department of Public Works and Traffic will provide notice boards informing the public of the event and these costs will be the responsibility of the applicant.

The applicant has requested permission for four currently liquor licenced establishments to sell alcohol on city road allowance, within the closure area, from 12:00 noon until 11:00 pm. on both Friday and Saturday. Those requesting to sell alcohol are New Village Restaurant, Hillebrand Wine Shop, The Bean Bar and the Snooty Fox. Regional Police Services will provide officers to patrol within the closure area and this cost will be the responsibility of the applicant.

As Regional Police Services can provide appropriate detours to provide for the safety of the public and as this type of festival is an annual event in Westdale Village, this Department is in favour of the event.

JKC:

cc: D. Lobo, Commissioner of Public Works and Traffic
cc: P. C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: K. Nichol, Scheduling, H.S.R.
cc: G. Kirchknopf, Traffic
cc: S. Reeder, City Clerks

CITY OF HAMILTON

- INFORMATION -

6(f)

DATE: 1995 August 17
RHW-92-64(HW) D. Onishi

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Contract RHW-92-64(HW) - Warren Avenue
Construction Deficiencies (R-95-55)

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The costs to correct construction deficiencies associated with Contract RHW-92-64(HW) is being pursued by Regional staff through the performance bond for this contract.

BACKGROUND:

Regional Council at its meeting of August 18, 1992 awarded Contract RHW-92-64(HW) to 877138 Ontario Inc. o/a Bud's Contracting. Included in this contract was the construction of watermains and water services on Warren Avenue from Southbend to Welbourne Drive and on Terrace Avenue from Clarendon to Southbend. In addition to this the reconstruction of the road and sidewalks on Warren Avenue from Fennell to Southbend was undertaken and only sidewalk restoration was completed on Terrace Avenue. These works were substantially completed on or about May 14, 1993.

As part of this contract a performance bond was included to ensure satisfactory completion. A two-year maintenance guarantee for defects in materials and workmanship is also included as part of the contract provisions. Bud's Contracting (877138 Ontario Inc.) ceased to operate as a company following completion of the contract but prior to the end of the maintenance guarantee period.

Regional staff have met with the Guarantee Company of North America, the bonding company for this contract, and have advised them of the oustanding construction deficiencies for this contract which includes insufficient road drainage at various locations and excessive lips at a number of driveway approaches on Warren Avenue. Regional staff are in the process of finalizing an agreement with the bonding company on an acceptable course of action. It is expected that this will occur in the next several weeks with the corrective actions undertaken shortly after.

Cont'd...

Contract RHW-92-64(HW) - Warren Avenue
Construction Deficiencies

Cont'd...

BACKGROUND (Cont'd)

Should the negotiations with the bonding company not conclude in a satisfactory arrangement then the Region would arrange for the deficiencies to be corrected and pursue the bonding company through legal avenues to recover any costs associated with the repair of these construction deficiencies.

DYO/md

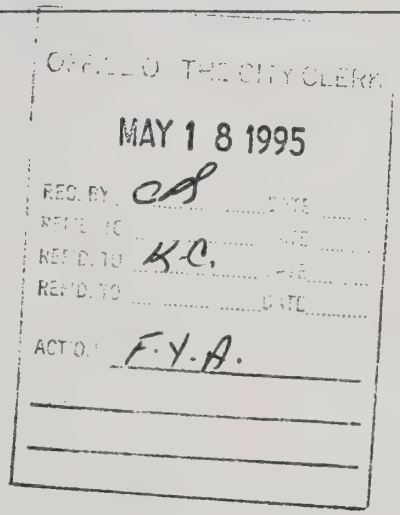
REGIONAL MUNICIPALITY OF HAMILTON

6(h)

Office of the Clerk

Rob
Mict

May 18, 1995



Mr. Joseph J. Schatz
Clerk
City of Hamilton
71 Main Street West
2nd Floor
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Regional Council at its meeting held on Tuesday, May 16, 1995, approved Item 9 of the Environmental Services Committee Report 7-95, as follows:

9. Status of Request for Proposals - Solid Waste Management System (ENV 95-053(b))

a) That staff be authorized and directed to continue with the operation of SWARU as part of the Region's Solid Waste Management System until December 31, 2005;

b) That the City of Hamilton be notified of the potential savings to be realized by the City, should the City direct the Region to issue a Request for Proposal on garbage and specified materials collection within the City of Hamilton;

c) That the City of Hamilton be requested to provide direction to the Region respecting recommendation (b).

It would be appreciated if the above-noted recommendation could be forwarded to the appropriate Standing Committee for their consideration. Should you require further information with respect to this item, please do not hesitate to contact our office.

Yours truly,

Lynda Sohal (Ms.)
Legislative Assistant

LS/

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 August 21
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. **ADOPTION OF THE MINUTES**

Minutes of the Meeting held 1995 July 6

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. PUBLIC WORKS DIVISION

(a) Supply and Delivery of Sodium Chloride Coarse Crushed for the 1995-1996 Winter Season

(b) Construction of an Independent Concrete Curb on the South Side of Glenfern Avenue from Mountain Avenue to Approximately 32m Easterly (Flankage of 61 Mountain Avenue)

(c) Closure of Public Works Department Capital Projects

(d) Construction of an Independent Concrete Sidewalk on the South side of Rymal Road East from Upper James Street to Springside Drive

(e) Construction of an Independent Concrete Sidewalk on the East side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72m south of Loconder Drive (south limit of No. 1285) to Loconder Drive

ii. TRAFFIC DIVISION

Parking Regulations

(a) Douglas Street between Burton Street and Keith

(b) Province Street North and Roxborough Avenue

(c) Hillview Street

(d) East side of Mary Street, north of King William Street

(e) No. 62 Frederick Avenue

(f) Bunker Hill Drive between Greenhill Avenue and Par Place

(g) No. 55 Douglas Street

(h) Maple Avenue between
Kenilworth Avenue South and Crosthwaite Avenue South

(i) Laura Court

(j) Intersection of South Street and Dundurn Street South - Corner Clearance

(k) No. 77 Leeming Street -
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(l) Templemead Drive

(m) Forest Avenue

(n) West 35th Street between Leslie Avenue and Scenic Drive

(o) Catharine Street North between
Burlington Street East and Brock Street

(p) East side of Catharine Street North,
north of Cannon Street East

(q) King Street West
(Northerly and Southerly Branches)
between Paisley and Marion Avenues

(r) Emerald Street North between
Barton Street East and Robert Street

(s) No. 70 Tragina Avenue South -
Reserved "Permit Parking" Space for a Disabled Resident

(t) Regulations on Rockway Court

(u) Springer Avenue and Maplewood Avenue - Corner Clearance

(v) East side of Locke Street, south of Herkimer Street

(w) Whitney Avenue between Broadway Avenue and Emerson Street

(x) Chris Court

(y) Picton Street West between
Bay Street North and MacNab Street North

(z) No. 209 Rebecca Street -
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

Intersection Control

(aa) Emerald Street North and Evans Street

(ab) Acadia Drive and Annapolis Way

(ac) Gagliano Drive and Cellini Avenue

(ad) East 5th Street and Empress Avenue

(ae) Denten Street and Loyalist Drive

(af) Brigade Drive and Perthshire Court

(ag) Greystone Drive and Glenvale Drive

Boulevard Parking Agreements

(ah) No. 91 Peter Street -
Amendment to a Residential Boulevard Parking Agreement

(ai) No. 6 Somerset Avenue -
Discharge of Two Residential Boulevard Parking Agreements

(aj) Application to Lease a Portion of the Boulevard of St. Clair Avenue adjacent to No. 712 Main Street East, for Parking Purposes - Hamilton Regional Indian Centre

(ak) No. 77 Homewood Avenue -
Amendment to a Residential Boulevard Parking Agreement

C. **DIRECTOR OF PROPERTY**

Offer to Purchase (Easement)/Authority to Enter -
Part of 26 Ewen Road, Hamilton - Sale to Union Gas Limited

D. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(i) Encroachment Agreement - 401 MacNab Street North

(ii) Temporary Road Closure for Aquafest - July 23 and July 24, 1995

(iii) Incorporating certain City land into various streets by By-Law

E. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Thursday, 1995 July 6
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:	Alderman H. Merling, Chairman Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, City Business Alderman V. Agro, City Business Alderman D. Agostino, City Business
Also present:	Ms. B. Price, Hamilton Safety Council Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Commissioner of Public Works and Traffic Mr. C. Firth-Eagland, Public Works and Traffic Department Mr. R. Meiers, Public Works and Traffic Department Mr. M. Hazell, Public Works and Traffic Department Mr. B. Young, Public Works and Traffic Department Mr. C. Guthro, Public Works and Traffic Department Mr. T. Gill, Roads Department Mr. T. Horvath, Hamilton Region Conservation Authority Ms. K. Ryce Mr. D. Jefferess, Cooperation for Peace Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Painting of House Numbers on the Curb**

The Committee was in receipt of correspondence dated 1995 June 12 from Ms. Karen Ryce and Mr. Chad Wozney as well as a report dated 1995 June 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

Karen Ryce addressed the Committee and detailed the street/curb number proposal which she and Mr. Wozney would like the City of Hamilton to consider.

Alderman Merling indicated that this was not a new concept and that the Committee had dealt with the matter in the past. Following brief discussion, the Committee agreed that the item be tabled and that staff be directed to report back on the issue at it's next meeting.

(b) **Co-operation for Peace, Whitewash Human Figures of City Walkways**

The Committee was in receipt of correspondence dated 1995 June 16 from Mr. David Jefferess respecting the subject matter.

Mr. Jefferess addressed the Committee and requested permission to whitewash human figures on certain city sidewalks to mark the 50th anniversary of the bombing of Hiroshima and to mark the beginning of the International Campaign to Legitimize Nonviolent Defence.

Following discussion, the Committee agreed that the item be received and referred to the Commissioner of the Public Works and Traffic Department for a decision and that he report back to the Committee on the outcome.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Park and Recreation Committee meeting of 1995 June 19 were adopted as circulated to the members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **No. 346 Tragina Avenue North**
Request for a Reserved "Permit
Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 22 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. John Allan, No. 346 Tragina Avenue North.

(b) **Apartment at No. 1061 King Street West -**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1995 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first twelve eligible applicants residing in the apartments at No. 1061 King Street West.

(c) **Intersection of Hughson Street North and Simcoe Street East Visibility Clearance**

The Committee was in receipt of a report dated 1995 June 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the south side of Simcoe Street East commencing at Hughson Street North and extending to a point 51 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Roosevelt Avenue between Beach Road and the Southerly End**

The Committee was in receipt of a report dated 1995 June 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Roosevelt Avenue between Beach Road and the southerly end and that the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Intersection Control**

Intersection of King Street West and Longwood Road

The Committee was in receipt of a report dated 1995 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the by-law entry providing for a westbound "No Left Turn 4:00 p.m. to 6:00 p.m." prohibition at the intersection of King Street West and Longwood Road be rescinded, and that the City Traffic By-law No. 89-72 be amended accordingly.

(iii) **Bus Stop Relocation**

Limeridge Road, east of Kendale Court

The Committee was in receipt of a report dated 1995 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway, the following bus stop be relocated:

Route No. 27 Upper James and 45 Limeridge

Delete	-	Eastbound	-	Limeridge Road West, south side, 1,345 feet east of the projected east curb line of Kendale Court (M/B); and,
Add	-	Eastbound	-	Limeridge Road West, south side, 902 feet east of the projected east curb line of Kendale Court (M/B); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

C. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

Dalewood Crescent Street Party

The Committee was in receipt of a report dated 1995 June 22 from the City Engineer (Commissioner of Transportation/Environmental Services) respecting the subject matter.

The Committee approved the following recommendation:

That the application of K. Sherman to temporarily close Dalewood Crescent between Oak Knoll Drive and Paisley Avenue North, on Sunday 1995 July 30, from 3:00 o'clock p.m. to 6:00 o'clock p.m., to hold a birthday party, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(b) That the applicant provide a certificate of insurance evidencing $2,000,000. public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability; and,

(c) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(d) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(e) That all barricading be supplied by and at the expense of the applicant; and,

(f) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic; and,

(g) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer; and,

(h) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(i) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1995 June 29 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date
1995 June 13	Doug Lobo, Commissioner of Public Works and Traffic	Constructions Schedule Gore Park Vicinity	1995 June 14
1995 May	Ontario Good Roads Association	Monthly Brochure	1995 June 27

3. CITY ENGINEER
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(a) **Recovery of Servicing Costs on Fieldway Drive Adjacent to the lands of Regal Castle Developments Inc. 870 Upper Wentworth Street, Hamilton**

The Committee was in receipt of a report dated 1995 June 22 from the City Engineer (Commissioner of Transportation/Environmental Services) respecting the subject matter.

At the request of the applicant, the Committee agreed that the item be tabled.

(b) **1995 Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1995 June 26 from the City Engineer (Commissioner of Transportation/Environmental Services) respecting the subject matter.

The Committee approved the following recommendation:

(a) That a joint Detailed Storm Water Management Report, be conducted in the Albion Falls Neighbourhood, for the proposed draft plans of subdivision, Albion Mills Estates (City owned), and Redhill Vista, and that the City's share, of $18,000. of the estimated total cost of $30,000. be approved; and,

(b) That the Finance and Administration Committee recommend the source of funding for this study; and,

(c) That this recommended source of funding of the City's share for this study be reimbursed from the proceeds from the sale of the Albion Mills Estates lands.

(c) **Proposed Street Closure**
Bay Area Jazz Festival

The Committee was in receipt of a report dated 1995 July 5 from the City Engineer (Commissioner of Transportation/Environmental Services) distributed at the meeting respecting the subject matter.

The Committee members discussed the length of time that Hess Street would be closed for this event and following debate approved that section (a) of the recommendation be amended by deleting "12:00 noon Wednesday July 12, 1995" and replacing it with "7:00 o'clock a.m. on Monday, 1995 July 10". The Committee further agreed to amended section (b) by deleting "the words "Tuesday 1995 July 11th" and replacing it with "Sunday 1995 July 9th".
The Committee then approved the following recommendation as amended:

(a) That the action of the Transport and Environment Committee be confirmed in authorizing the application of M.T.A. Promotions Inc., M. Temperley, agent, to temporarily close Hess Street between Main Street and King Street from 12:00 o'clock noon on Friday, 1995 July 7 to 7:00 o'clock a.m. on Monday, 1995 July 10 to hold the Bay Area Jazz Festival, subject to the following conditions:

(i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(ii) That the applicant provide a certificate of insurance evidencing $5,000,000. public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability; and,

(iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(v) That all barricading be supplied by and at the expense of the applicant; and,

(vi) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic; and,

(vii) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer; and,

(viii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(ix) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services; and,

(b) That the Liquor Licence Board of Ontario (L.L.B.O.) be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for The Scotsman Pub at No. 96 George Street, Amigos Hothouse at No. 115 George Street and The Gown and Gavel, No. 24 Hess Street South from Saturday 1995 July 8 to Sunday, 1995 July 9 in conjunction with the Bay Area Jazz Festival on the condition that the above-noted requirements are satisfied.

(d) **Erosion and Sediment Control Guidelines for Hamilton Harbour Watershed and the Region of Hamilton-Wentworth**

The Committee was in receipt of a report dated 1995 May 30 from the City Engineer (Commissioner of Transportation/Environmental Services) respecting the subject matter.

Mr. Tony Horvath of the Hamilton Region Conservation Authority appeared before the Committee and indicated that the control guidelines were the same as adopted by the region.

Following brief discussion, the Committee approved the following recommendation:

That the Erosion and Sediment Control Guidelines for the Hamilton Harbour Watershed and the Region of Hamilton-Wentworth, prepared by the Hamilton and Halton Region Conservation Authorities, 1994 dated April and entitled "Keeping Soil on Construction Sites" be adopted as a guide for the design of soil erosion and silt control measures within the City of Hamilton.

(e) **Parkdale Bridge Repairs**

The Committee was in receipt of a report dated 1995 June 28 from the City Engineer (Commissioner of Transportation/Environmental Services) respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Transportation/Environmental Services be authorized and directed to proceed with repairs to the Parkdale Avenue Bridge at a revised estimated cost of $620,000. with the increased cost of $120,000. being funded from the 1993 and 1994 Capital Program surplus.

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

(a) **PUBLIC WORKS DIVISION**

(i) **Maintenance Agreement**

The Committee was in receipt of a report dated 1995 June 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Fleet Services Division, Department of Public Works and Traffic be authorized to perform fleet services and general maintenance and repairs on vehicles owned by the Hamilton Red Cross; and,

(b) That City Council adopt the proposed by-law fixing the terms, conditions and charges for these services.

(ii) **1993 and 1994 City of Hamilton Road and Sidewalk Improvement Program Estimated Surpluses**

The Committee was in receipt of a report dated 1995 June 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Meiers informed the Committee that the estimated surplus funds noted in the recommendation should read $1,890,000. rather than the figure of $1,950,00. indicated.

Subsequently, the Committee approved the following amended recommendation:

That $1,600,000. of the surplus funds estimated at $1,890,000. in the 1993 and 1994 Road and Sidewalk Improvement Programs be utilized to undertake the reconstruction of the centre pier of the Parkdale Avenue Bridge over Lawrence Road and the projects in the Supplementary List portion of the 1995 Road and Sidewalk Improvement Program to maximize the Ministry of Transportation (MTO) subsidy.

(b) TRAFFIC DIVISION

Intersection of Templemead Drive and Torlake Street
Intersection Control

The Committee was in receipt of a report dated 1995 June 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Jackson spoke in favour of the intersection control and following brief debate the Committee approved the following amended recommendation:

That three-way stop control be implemented at the intersection of Templemead Drive and Torlake Street and that the City Traffic By-law No. 89-72 be amended accordingly.

5. ALDERMAN T. JACKSON

Pedestrian Priority Signal
Intersection of Upper Sherman and Brucedale Avenues

The Committee was in receipt of a petition and correspondence dated 1995 June 09 from Alderman T. Jackson respecting the subject matter.

Following a brief discussion, the Committee agreed that this was a regional matter and directed that it be referred to the Transportation Services Committee meeting for consideration.

6. OTHER BUSINESS

(a) **Commercial Vehicle Loading Zone - East 24th Street**

The Committee was in receipt of a report distributed at the meeting dated 1995 June 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Commercial Vehicle Loading Zone, 9:00 am to 4:00 pm, Monday to Friday" regulation be implemented on the east side of East 24th Street commencing at a point 41 feet south of Concession Street and extending to a point 93 feet southerly therefrom and that City Traffic By-law 89-72 be amended accordingly.

(b) **Temporary Time Limit Exemption Permit - Tom Street**

Alderman Merling indicated that a request had been received for a temporary time limit exemption permit for a handicapped resident on Tom Street. Following brief discussion the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue a temporary time limit exemption permit to Mrs. Mary Gauld, 21 Tom Street until 1995 September 30.

(c) **Weed Removal**

Mr. Firth-Eagland updated the Committee on the results of the testing being done on weed removal using street sweepers and indicated that one machine was operating per district. He indicated that the operation was under budget and that he would report back to the Committee on the issue in august.

7. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 July 6

/mjw

2(8)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 9

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works & Traffic

SUBJECT: Supply and Delivery of Sodium Chloride Coarse Crushed for the 1995-1996 Winter Season

RECOMMENDATION:

1. That a purchase order be issued to Sifto Canada, Mississauga, for the supply and delivery of Sodium Chloride Coarse Crushed as and when required by the Public Works Department, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and be financed through Stock Materials Account No. CH56197 60999, as follows:

Delivered Price	Picked Up Price
$34.85 per tonne	$33.50 per tonne, plus applicable taxes

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The delivered price for the 1995-96 season has increased 2.60% over 1994 prices and the pick up price has increased 2.60% over 1994 prices. The overall estimated expenditure for this commodity for road maintenance during the 1995-1996 winter season is $1,727,500.00.

BACKGROUND:

Tender Analysis - Price for tonne plus applicable taxes

	Delivered	Picked Up
Sifto Canada Inc., Mississauga	$35.85	$33.85
The Canadian Salt Co., Mississauga	38.04	33.50
Akzo Salt Ltd., Mississauga	No Bid	No Bid

In addition to the 1995-1996 rate, the Purchasing Division has negotiated an early shipment discount of $1.85 per tonne for all material supplied before November 30, 1995.

As a result of a special price offered to the City a saving of $11,688.00 will be recognized by filling all salt domes by the end of October.

CFE/CR/rb

c.c. A. Ross, Treasurer
C. Rendell, Immediate Buyer, Purchasing Division

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 9

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Construction of an Independent Concrete Curb on the South Side of Glenfern Avenue from Mountain Avenue to Approximately 32m Easterly (Flankage of 61 Mountain Avenue)**

RECOMMENDATION:

1. That the construction of an independent concrete curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32m easterly (flankage of 61 Mountain Avenue) proceed as a local improvement on petition by the owners pursuant to Section 11 of The Local Improvement Act at an estimated gross cost of $2,900.00 with a City's share of $2,263.00 and an Owner's Share of $637.00 all as provided in the 1995 portion of the 1995-2004 Capital Budget; and,

2. That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

3. That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

4. That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to the City Solicitor.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1995-2004 Capital Budget. The estimated cost per metre

for an independent concrete curb is $72.00. If approved, the project will reduce the balances available in the City's Share to $561,140.70 and the Owner's Share to $435,189.30.

BACKGROUND:

We have received a sufficiently signed petition from the owners of 61 Mountain Avenue requesting the construction of a concrete curb on the flankage of their property along Glenfern Avenue (see attached plan).

The owners will be required to pay the approved rate per metre on the actual cost, whichever is less.

RPM/rb
attachment

c.c. A. Ross, City Treasurer
Attn: N. Adhya
c.c. S. Reeder, Secretary, Finance and Administration Committee
c.c. D. Y. Onishi, Director Design & Construction, Roads Department
c.c. J. Bruzzese, Acting Commissioner of Finance


ABERDEEN
AVENUE
LOCKE ST
AVENUE
COTTAGE
AVENUE
HILL
STREET
C/S.
869
UNDERMOUNT AVE
FAIRMOUNT
AVE
KENT
AVENUE
MAPLESON
AVENUE
GLENFERN
AVENUE
STREET
STREET
STREET
MOUNTAIN
BEULAH
MILES
COURT
AMELIA
STREET
C

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 3

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner

SUBJECT: **Closure of Public Works Department Capital Projects**

RECOMMENDATION:

That the City Treasurer be directed to close the following Capital Project accounts with any excess funding to be transferred to its original source of financing:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed to Date	Balance Available	Source of Financing
6092 43008	Hydro Street Lighting Conversion (Phase 2)	$4,580,000.00	$3,387,490.97	$1,190,266.53	Debentures & 25% Ontario Hydro Subsidy
6092 41010	Upgrade Maint. Depot (1992)	$50,000.00	$50,000.00	000	Reserve Capital Unclassified
6093 49007	Fencing/Clean up Ravine Land - Nash Road	$125,000.00	$105,418.49	$25,118.49	Reserve Capital Unclassified
5281 126001	Final Blacktop Locals - Hempstead, Lancing & Unsworth	$160,400.00	$97,341.65	$63,058.35	Capital Levy
TOTAL		**$4,915,400.00**	**$3,640,251.11**	**$1,278,443.37**	

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial implications are contained in the recommendation. There are no staffing implications.

BACKGROUND:

The work related to all of the above-noted projects has been completed and, therefore, the affected accounts can be closed.

RG/rb

c.c. A. C. Ross, City Treasurer, Treasury Department
Attn: N. R. Adhya

2(BXiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 12

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Construction of an Independent Concrete Sidewalk on the South side of Rymal Road East from Upper James Street to Springside Drive.

RECOMMENDATION:

1. That Section 14 of the Seventh Report of the Transport and Environment Committee adopted by City Council on May 30, 1995 be rescinded and replaced with the following:

   a) That the construction of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive proceed as a local improvement pursuant to section 12 of the Local Improvement Act at an estimated gross cost of $74,800 with a City's Share of $24,133.30 and Owner's Share of $50,666.70 all as provided in the 1995 portion of the 1995-2004 Capital Budget; and,

   b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

   c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received.

2. That the attached By-law be enacted to authorize construction of local improvements of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1995-2004 Capital Budget. The estimated cost per metre for an independent concrete sidewalk is $115. The project will reduce the balances available in the City's Share to $563,403.70 and the Owner's Share to $435,826.30.

BACKGROUND:

Construction of these sidewalks as Local Improvements was authorized by Council on May 30, 1995, in adopting Item 14 of the 7th Report of the Transport and Environment Committee and Item 20 of the 15th Report of the Finance and Administration Committee. Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, notice of this City initiative was published in The Spectator and served upon the adjacent property owners.

A sufficiently-signed petition was received by the Clerk against the works on the north side of Rymal Road East. Therefore the original Council resolution should be rescinded and replaced with a revised recommendation. The City is entitled under the Local Improvement Act to enact this By-law to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached By-law is in a form satisfactory to the City Solicitor.

RPM/gs
Attach.

c.c. A. Ross, City Treasurer
Attn: N. Adhya
G. Keith
Susan Reeder, Secretary, Finance and Administration Committee
D.Y. Onishi, Director, Design & Construction, Roads Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-
To Authorize:

1. The construction as Local Improvements as a City initiative (without petition) under Section 12 of the Local Improvement Act of independent concrete sidewalks:

   on the south side of Rymal Road East from Upper James Street to Springside Drive, as described in Schedule "A";

2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;

3. The preparation of plans, specifications, and reports and the supervision of the construction by the Commissioner of Transportation/Environmental Services.

WHEREAS the Council of The Corporation of the City of Hamilton did decide to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements, without petition on the initiative of Council, (Item 14 of the 7th Report of the Transport and Environment Committee on May 30, 1995);

AND WHEREAS the Council of The Corporation of the City of Hamilton did authorize that the Corporation's portion of the cost of the proposed works be paid out of current revenues,
(Item 20 of the 15th Report of the Finance and Adminstration Committee on May 30, 1995);

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of the Local Improvement Act, R.S.O. 1990, Chapter L.26;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and to raise the abutting owners' portion of the costs by borrowing the required funds through the Region's issuance of debentures until said abutting owners' portion of the cost is paid by the special assessment;

AND WHEREAS the Regional Municipalities Act, R.S.O. 1990, Chapter R.8 provides (section 111) that "no area municipality has power to issue debentures", and that the Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, R.S.O. 1990, Chapter O.28, section 65, states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained;

AND WHEREAS the Local Improvement Act, (section 53(7)) states that the amount of monies borrowed in respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvement works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $74,800.

2. The portion of the estimated cost of the works in the amount of $50,666.70 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre thereof (set out in Schedule "A" attached hereto,) shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in equal annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton,

   (a) to the extent sufficient to provide an amount not exceeding $50,666.70;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Transportation/Environmental Services is hereby authorized to,

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 1995.

CITY CLERK MAYOR

(1995) 7 R.T.E.C. 14, May 30
(1995) 15 R.F.A.C. 20, May 30

SCHEDULE "A"

Construction of an independent concrete sidewalk

on the south side of Rymal Road East from Upper James Street to Springside Drive.

at the estimated cost not exceeding the following:

City's Share	$ 24,133.30
Abutting Owners' Share	50,666.70.
TOTAL ESTIMATED COST	$74,800.
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	$115.

2(BX(i)(c))

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 12

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Construction of an Independent Concrete Sidewalk on the East side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72m south of Loconder Drive (south limit of No. 1285) to Loconder Drive.

RECOMMENDATION:

1. That Section 20 of the Sixth Report of the Transport and Environment Committee adopted by City Council on May 9, 1995 be rescinded and replaced with the following:

   a) That the construction of an independent concrete sidewalk on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72m south of Loconder Drive (south limit of no. 1285) to Loconder Drive proceed as a local improvement pursuant to section 12 of the Local Improvement Act at an estimated gross cost of $24,790 with a City's Share of $3,375 and Owner's Share of $21,415 all as provided in the 1995 portion of the 1995-2004 Capital Budget; and,

   b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

   c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received.

2. That the attached By-law be enacted to authorize construction of local improvements of an independent concrete sidewalk on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72m south of Loconder

D. Lobo

Drive (south limit of no. 1285) to Loconder Drive.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1995-2004 Capital Budget. The estimated cost per metre for an independent concrete sidewalk is $115. The project will reduce the balances available in the City's Share to $587,537 and the Owner's Share to $486,493.

BACKGROUND:

Construction of these sidewalks as Local Improvements was authorized by Council on May 9, 1995, in adopting Item 20 of the 6th Report of the Transport and Environment Committee and Item 5 of the 14th Report of the Finance and Administration Committee. Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, notice of this City initiative was published in The Spectator and served upon the adjacent property owners.

A sufficiently-signed petition was received by the Clerk against the works on the west side of Upper Gage Avenue. Therefore the original Council resolution should be rescinded and replaced with a revised recommendation. The City is entitled under the Local Improvement Act to enact this By-law to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached By-law is in a form satisfactory to the City Solicitor.

RPM/gs
Attach.

c.c. A. Ross, City Treasurer
Attn: N. Adhya
G. Keith
Susan Reeder, Secretary, Finance and Administration Committee
D.Y. Onishi, Director, Design & Construction, Roads Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-
To Authorize:

1. The construction as Local Improvements as a City initiative (without petition) under Section 12 of the Local Improvement Act of independent concrete sidewalks:

   a) on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72m south of Loconder Drive (south limit of No.1285) to Loconder Drive as described in Schedule "A";

2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;

3. The preparation of plans, specifications, and reports and the supervision of the construction by the Commissioner of Transportation/Environmental Services.

WHEREAS the Council of The Corporation of the City of Hamilton did decide to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements, without petition on the initiative of Council, (Item 20 of the 6th Report of the Transport and Environment Committee on May 9, 1995);

AND WHEREAS the Council of The Corporation of the City of Hamilton did authorize that the Corporation's portion of the cost of the proposed works be paid out of current revenues,
(Item 5 of the 14th Report of the Finance and Adminstration Committee on May 9, 1995);

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of the Local Improvement Act, R.S.O. 1990, Chapter L.26;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and to raise the abutting owners' portion of the costs by borrowing the required funds through the Region's issuance of debentures until said abutting owners' portion of the cost is paid by the special assessment;

AND WHEREAS the Regional Municipalities Act, R.S.O. 1990, Chapter R.8 provides (section 111) that "no area municipality has power to issue debentures", and that the Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, R.S.O. 1990, Chapter O.28, section 65, states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained;

AND WHEREAS the Local Improvement Act, (section 53(7)) states that the amount of monies borrowed in respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvement works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $24,790.

2. The portion of the estimated cost of the works in the amount of $21,415. shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre thereof (set out in Schedule "A" attached hereto,) shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in equal annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton,

   (a) to the extent sufficient to provide an amount not exceeding $21,415.;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Transportation/Environmental Services is hereby authorized to,

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 1995.

CITY CLERK MAYOR

(1995) 6 R.T.E.C. 20, May 9
(1995) 14 R.F.A.C. 5, May 9

SCHEDULE "A"

Construction of an independent concrete sidewalk

on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72m south of Loconder Drive (south limit of No. 1285) to Loconder Drive,

at the estimated cost not exceeding the following:

City's Share	$ 3,375.
Abutting Owners' Share	21,415.
TOTAL ESTIMATED COST	$24,790.
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	$115.

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 7
File No: TEC-170-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Douglas Street between Burton Street and Keith Street
- Parking Regulations

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Douglas Street between Burton Street and Mars Avenue be shortened, such that the regulation commences at Keith Street and extends to Mars Avenue; and

b) That a "Permit Parking" regulation be implemented on the east side of Douglas Street between Keith Street and the Toronto, Hamilton and Buffalo Railway tracks and unrestricted on the west side between Burton and the T.H. & B. Railway tracks; and

c) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit per residence to Nos. 33, 34 and 36 Douglas Street (to a maximum of three) on a first come first served basis; and

d) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $72. in revenue each year from the sale of parking permits which would off-set the cost to some degree.

BACKGROUND:

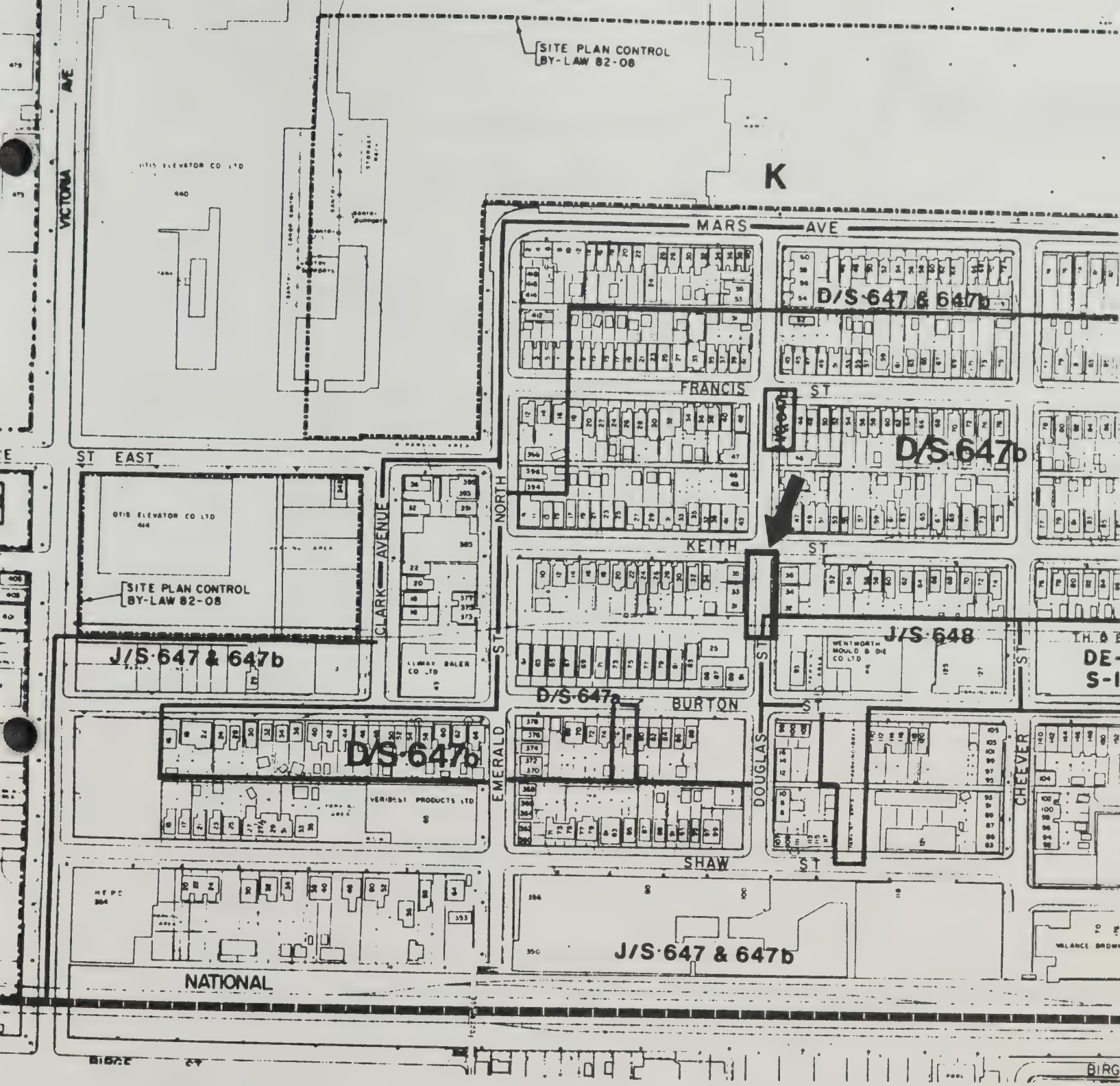
Staff received a petition signed by representatives of five of the six residential properties abutting Douglas Street between Keith Street and the Toronto, Hamilton and Buffalo Railway tracks requesting that the existing "Alternate Side Parking" regulation be replaced with a "Permit Parking" regulation on the east side of the street. All five of the residents who signed the petition support the requested regulation. The resident who did not sign the petition has available off-street parking as do two other properties in this block.

Douglas has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area as well as a "No Stopping" Railway crossing clearance on the west side of Douglas between Keith and the T.H. & B. Railway tracks and on the east side between Burton and the T.H. & B. Railway tracks. The resident who circulated the petition has expressed concerns regarding long-term parking by residents who do not reside on Douglas. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of one, two and three family dwellings may be eligible to purchase permits at a cost of $24. per permit each year to exempt their vehicles from the signed "Permit Parking" regulation. A further concern is that there is "No Stopping" railway clearance on the west side at all times, such that when parking is prohibited on the east side of the street under the existing "Alternate Side Parking" regulation, there is no on-street parking in the northerly half of the block.

An investigation has revealed that there are three legal on-street parking spaces on the east side of Douglas between Keith and the T.H. & B. Railway tracks. It was determined that a total of three permits would be required by abutting residents. No parking permits would be remaining, but as previously noted, the remaining abutting resident has off-street parking. Therefore, since 83 percent of the abutting residents support the request for a "Permit Parking" regulation, and since the demand for permits does not exceed the number of on-street parking spaces, staff concurs with the request.

The remaining section of Douglas, between Burton and the T.H. & b. Railway tracks, would be signed with a "No Stopping" regulation on the east side and unrestricted parking on the west side.

MT/CVB/klk


SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
KEITH ST
J/S-648
D/S-647a
BURTON ST
D/S-647b
SHAW ST
J/S-647 & 647b
NATIONAL
ST EAST
CLARK AVENUE
NORTH ST
EMERALD ST
DOUGLAS ST
CHEEVER ST
VICTORIA AVE
OTIS ELEVATOR CO LTD
SITE PLAN CONTROL BY-LAW 82-08
J/S-647 & 647b
WENTWORTH MOULD & DIE CO LTD
VERIDEST PRODUCTS LTD
VALANCE BROWN

106 | 69 | 70

2(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 19
File No: TEC-173-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Province Street North and Roxborough Avenue - Removal of Corner Clearances

RECOMMENDATION:

a) That the existing "No Parking" regulation on the east side of Province Street North, which commences at Roxborough Avenue and extends to a point 48 feet southerly therefrom, be removed; and

b) That the existing "No Parking" regulation on the west side of Province Street North which commences at Roxborough Avenue and extends to a point 75 feet northerly therefrom, be removed; and

c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

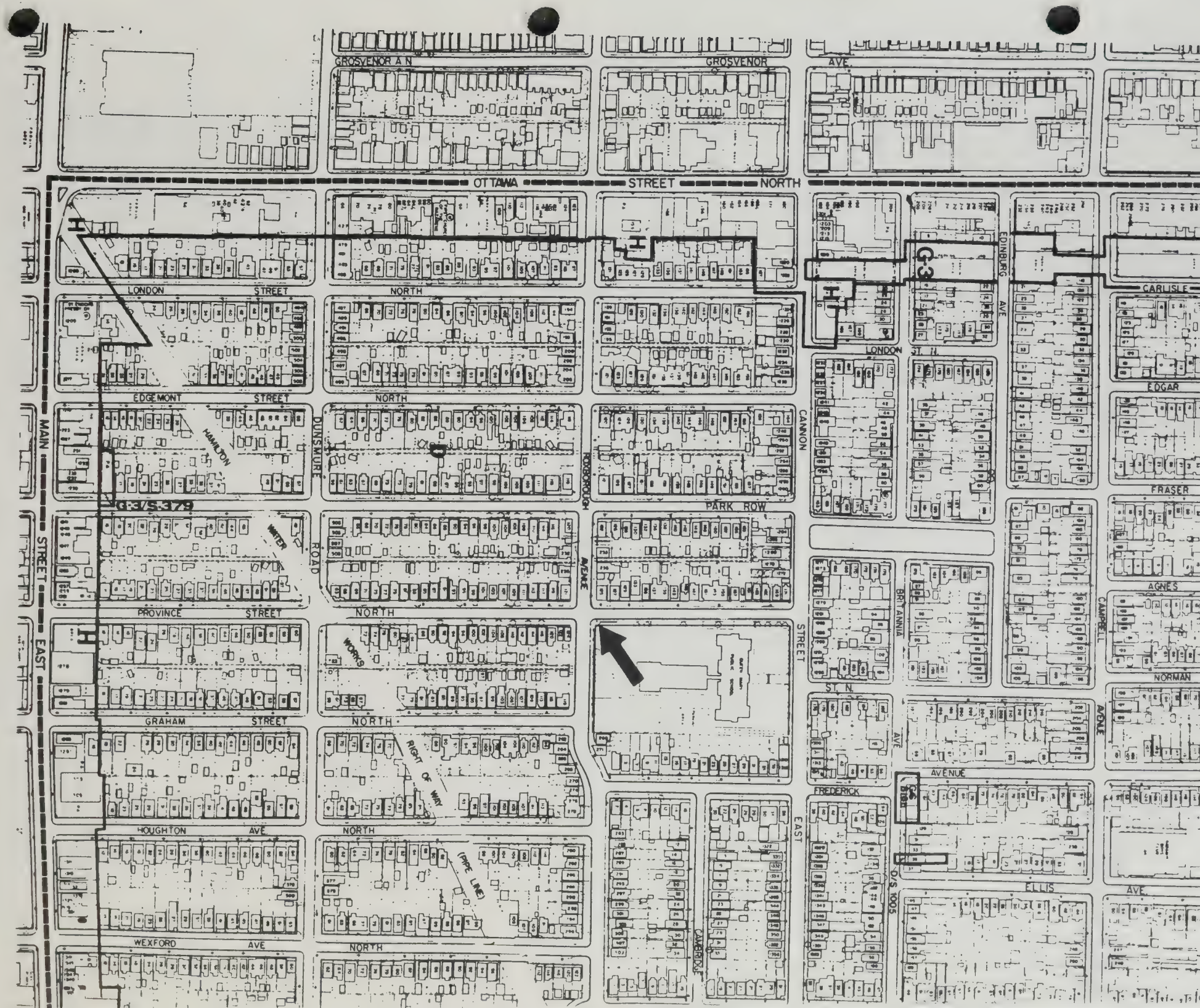
Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Alderman Dave Wilson has advised of a request that the existing corner clearances on both sides of Province, north and south of Roxborough, be removed since the intersection is now controlled by an all-way stop and the corner clearances may no longer be required. An investigation has revealed that all-way stop control was implemented at this intersection in 1989, and that the corner clearances could be removed since traffic on all approaches to the intersection is required to stop and visibility need not be a factor. However, it would be appropriate to maintain at least one corner clearance on each approach to the intersection to facilitate turning movements.

The removal of the subject corner clearances on Province will restore two on-street parking spaces, one of which would be controlled by the existing "Alternate Side Parking" regulation, south of Roxborough.

CVB/ab


GROSVENOR A N
GROSVENOR
AVE.
OTTAWA STREET NORTH
LONDON STREET
NORTH
EDGEMONT STREET
NORTH
HAMILTON
DUNSMURE
ROSEBOROUGH
CANNON
G-3/S-379
WATER
ROAD
AGNES
PARK ROW
PROVINCE STREET
NORTH
WORKS
MAIN STREET EAST
GRAHAM STREET
NORTH
NIGHT OF WAR
HOUGHTON AVE.
NORTH
PIPE LINE
WEXFORD AVE
NORTH
CAMBRIDGE
EAST
G-3
EDINBURG AVE
LONDON ST. N.
CARLISLE
EDGAR
FRASER
AGNES
CAMPBELL
BRITANNIA
ST. N.
NORMAN
AVENUE
FREDERICK
AVE
O/S 8000
ELLIS
AVE

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 20
File No. TEC-176-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hillview Street - Parking Regulation

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Hillview Street commencing at the south end and extending to a point 30 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo,

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Tom Nikalica, 120 Hillview Street, that a "No Parking" regulation be implemented on the east side of the street, opposite his home to facilitate driveway movements.

Hillview has a 24 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that parked vehicles on both sides of the street would obstruct driveway movements for Mr. Nikalica due to the narrow pavement width. Staff recently contacted Mr. Kordule, 117 Hillview Street, whose property abuts the area of the requested regulation, and he has advised that he supports the request. Therefore, staff concurs with the request.

The implementation of the requested regulation will result in the loss of approximately two legal on-street parking spaces. However, since parking would be permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/klk


MAIN STREET WEST
H/S-74
DE
DE-3
S-981
C/S-729
C/S-728
C/S-815
SUSSEX STREET
GLENGOWAN AVENUE
MAPES AVENUE
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
WILLOWCREST AVENUE
AINSLIE AVENUE
IONA AVENUE
BAXTER STREET
THOB RAILWAY
TOTTENHAM ROAD
CLIFFORD STREET
CHEDOKE EXPRESSWAY
H.E.P.C.
LELAND STREET
EMERSON AVENUE
BROADWAY AVENUE
BOWMAN STREET
WESTON ROAD
WILMONT COURT
DELBROOK COURT
MILL RACE

2(8)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 26
File No. TEC-177-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Mary Street, north of King William Street
- Request to relocate a Wheelchair Loading Zone

RECOMMENDATION:

a) That the existing "Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., 7 Days a Week" regulation on the east side of Mary Street commencing at a point 76 feet north of King William Street and extending to a point 20 feet northerly therefrom, be relocated, such that the regulation commences at a point 31 feet north of King William Street and extends to a point 20 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of relocating the subject signs and parking meters.

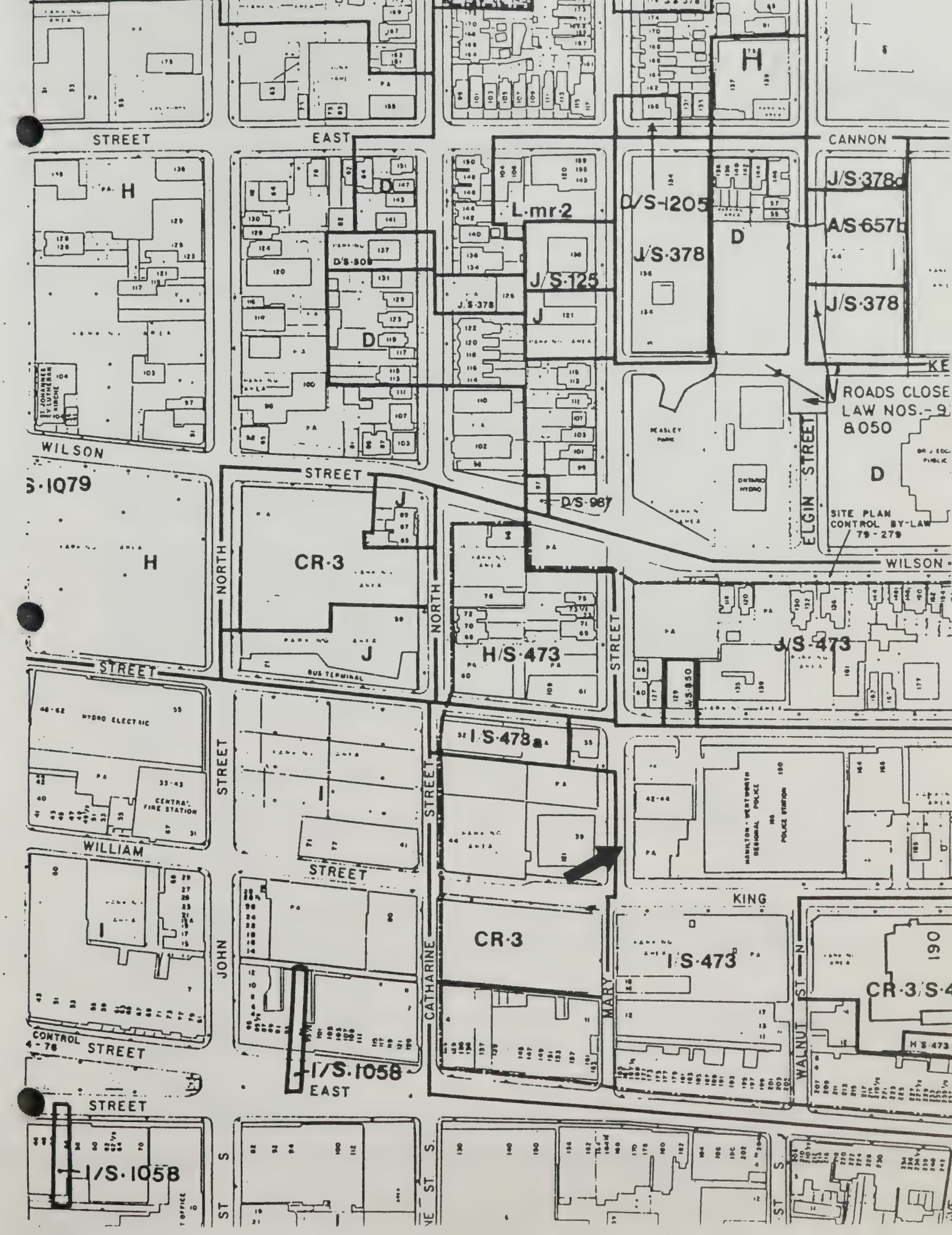
BACKGROUND:

Staff has identified a maintenance problem associated with the location of a wheelchair loading zone on the east side of Mary, north of King William. One of the sign posts has been knocked down five times since it was installed approximately one year ago by vehicles entering and leaving the Police Department parking lot.

The subject loading zone was implemented as a result of a request from a representative of the Townsview Life Centre. Staff recently contacted Rob Miller, Administrator of the Townsview Life Centre, 39 Mary Street, who advised that he agrees with the proposal to relocate the subject wheelchair loading zone to the south side of the Police Department parking lot, which is only approximately 45 feet south of its present location.

The relocation of the subject wheelchair loading zone will require the relocation of one parking meter.

CVB/MBH/klk


STREET
EAST
CANNON
H
L-mr-2
D/S-1205
J/S-378c
A/S-657b
J/S-378
D
J/S-125
J
D/S-805
J/S-378
D/S-987
ROADS CLOSE
LAW NOS.-9
8050
ELGIN STREET
SITE PLAN
CONTROL BY-LAW
79-279
WILSON
S-1079
CR-3
NORTH
J
BUS TERMINAL
H/S-473
J/S-473
J/S-850
HYDRO ELECTRIC
CENTRAL FIRE STATION
WILLIAM
I/S-478a
HAMILTON-WENTWORTH REGIONAL POLICE
POLICE STATION
KING
I
JOHN
CATHARINE
MARY
I/S-473
CR-3/S-4
WALNUT
CONTROL
I/S-1058
EAST
S

Z(8)(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 26
File No. TEC-178-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 62 Frederick Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Frederick Avenue commencing at a point 72 feet north of Britannia Avenue and extending to a point 21 feet northerly therefrom, and on the west side of Frederick Avenue commencing at a point 72 feet north of Britannia Avenue and extending to a point 22 feet northerly therefrom, be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

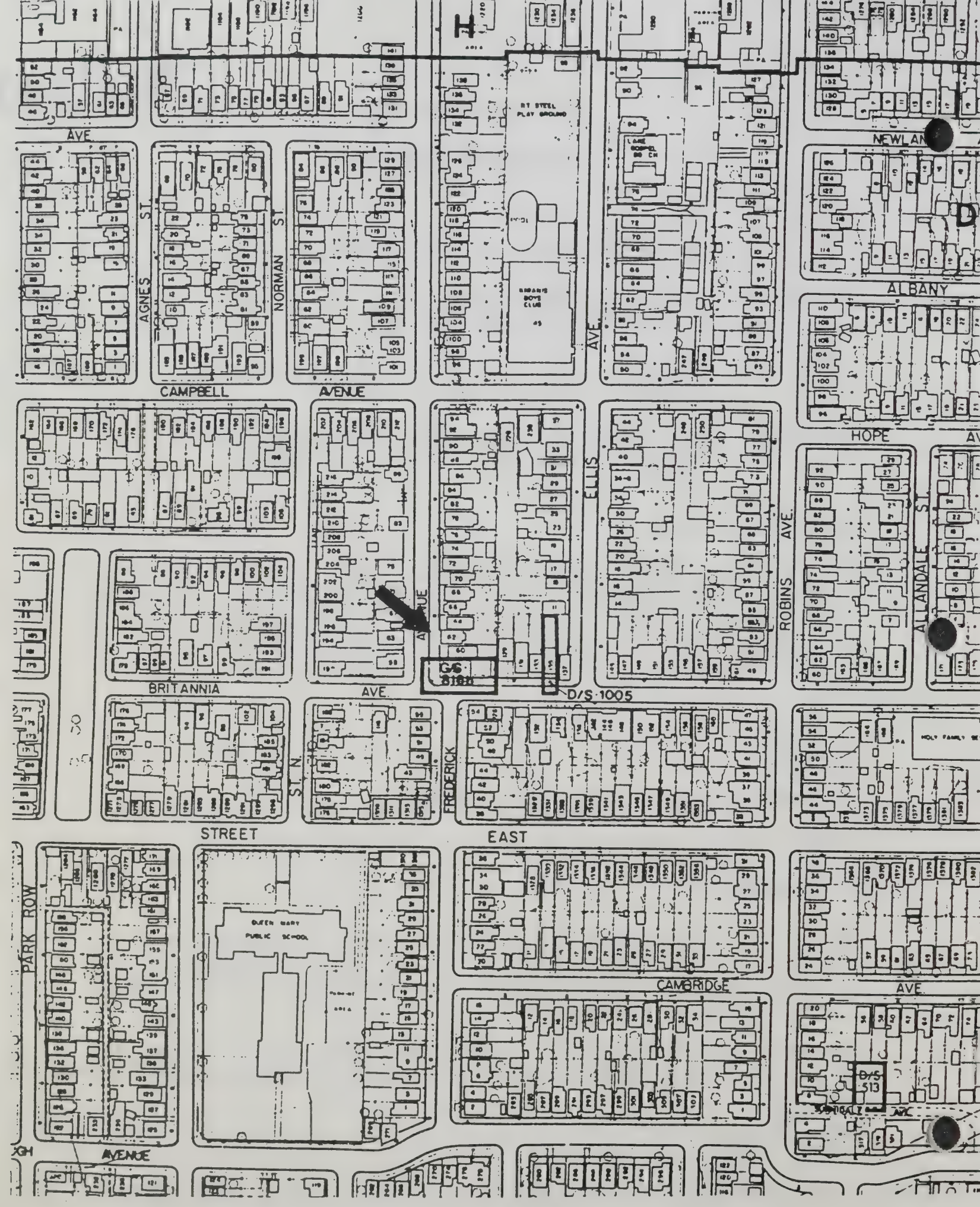
Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request that the existing "Permit Parking" regulation on both sides of Frederick in front of and across from 62 Frederick Avenue be removed since the homeowner has moved. Staff has confirmed that the homeowner has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to both sides of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB MBH
CVB/MBH/klk


AVE
AGNES ST
NORMAN ST
CAMPBELL AVENUE
AVE
NEWLAN
ALBANY
HOPE
ELLIS AVE
ROBINS AVE
ALLANDALE ST
BRITANNIA AVE.
D/S 1005
FREDERICK ST N
STREET
EAST
PARK ROW
QUEEN MARY PUBLIC SCHOOL
CAMBRIDGE AVE
D/S 513
AVENUE

2(B)(ii)(6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 27
File No. TEC-179-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bunker Hill Drive between Greenhill Avenue and Par Place - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Bunker Hill Drive between Greenhill Avenue and Par Place and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

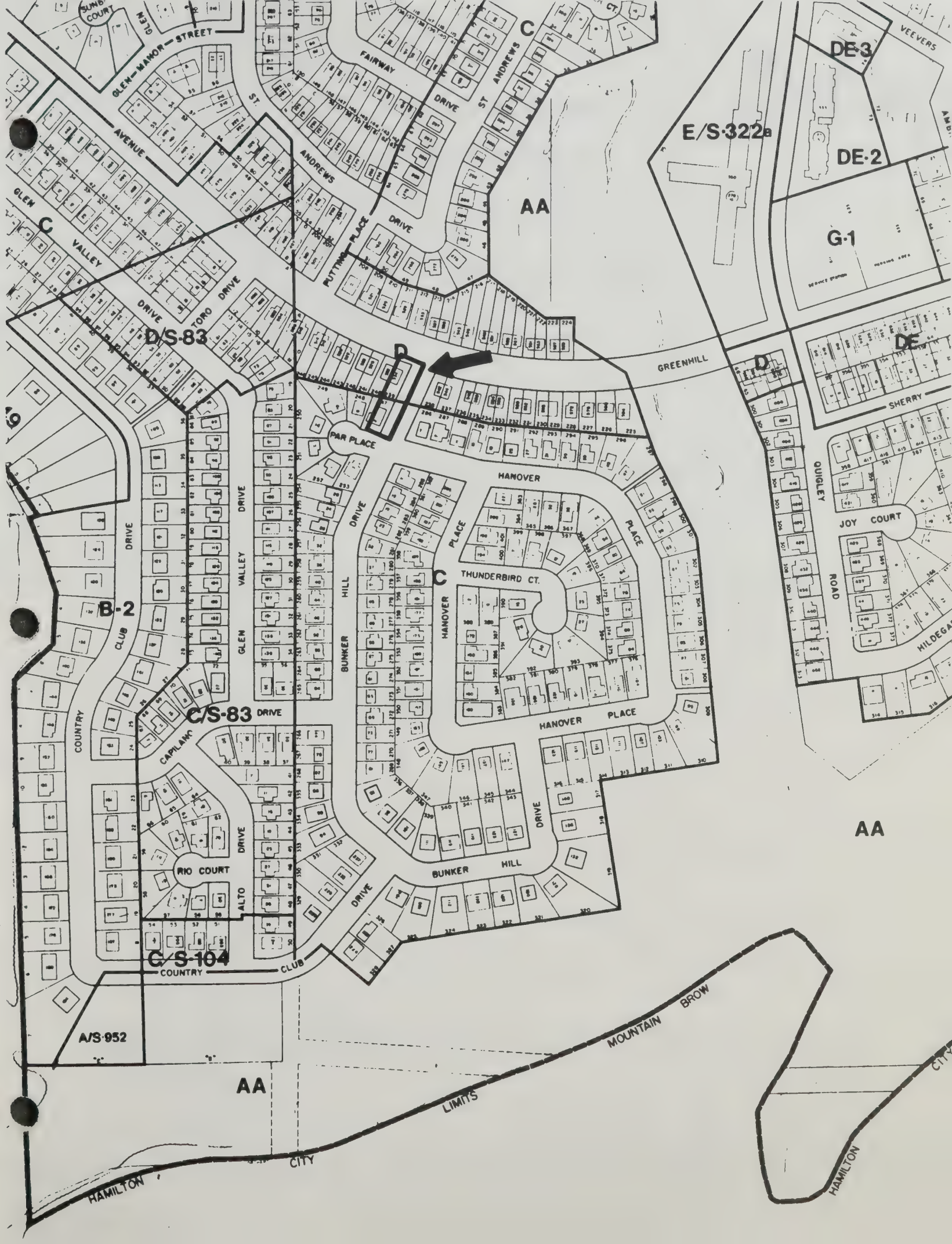
BACKGROUND:

Staff has received a petition signed by representatives of three of the four residential properties abutting Bunker Hill between Greenhill and Par, requesting that a "No Parking" regulation be implemented on the west side of the street in this block. All three residents who signed the petition are in favour of the requested regulation.

Bunker Hill has a 28 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted parking on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding visibility at the intersection of Par and Bunker Hill as well as turning movements at the intersection of Greenhill and Bunker Hill.

Staff generally considers a parking prohibition on both sides of residential streets to be over-restrictive and unnecessary. All residents in this area have available off-street parking and parking is permitted on both sides of Bunker Hill to the south of the subject block. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation, staff has no serious objection to this request.

CVB/MH/klk


GLEN MANOR STREET
SUNB COURT
GLEN
AVENUE
ST ANDREWS DRIVE
FAIRWAY DRIVE
ST ANDREWS
PUTTING PLACE
DRIVE
C
AA
E/S-322a
DE-3
DE-2
G-1
VEEVERS
GLEN VALLEY DRIVE
TORO DRIVE
D/S-83
D
GREENHILL
DE
SHERRY
PAR PLACE
HANOVER PLACE
THUNDERBIRD CT.
HANOVER
BUNKER HILL DRIVE
QUIGLEY ROAD
JOY COURT
HILDEGA
B-2
CLUB
COUNTRY
C/S-83 DRIVE
CAPILANO
RIO COURT
ALTO DRIVE
C/S-104
COUNTRY CLUB
A/S-952
MOUNTAIN BROW
CITY LIMITS
HAMILTON

2(B)(ii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 28
File No. TEC-181-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 55 Douglas Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Douglas Street commencing at a point 79 feet south of Mars Avenue and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mary Pruder, 55 Douglas Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

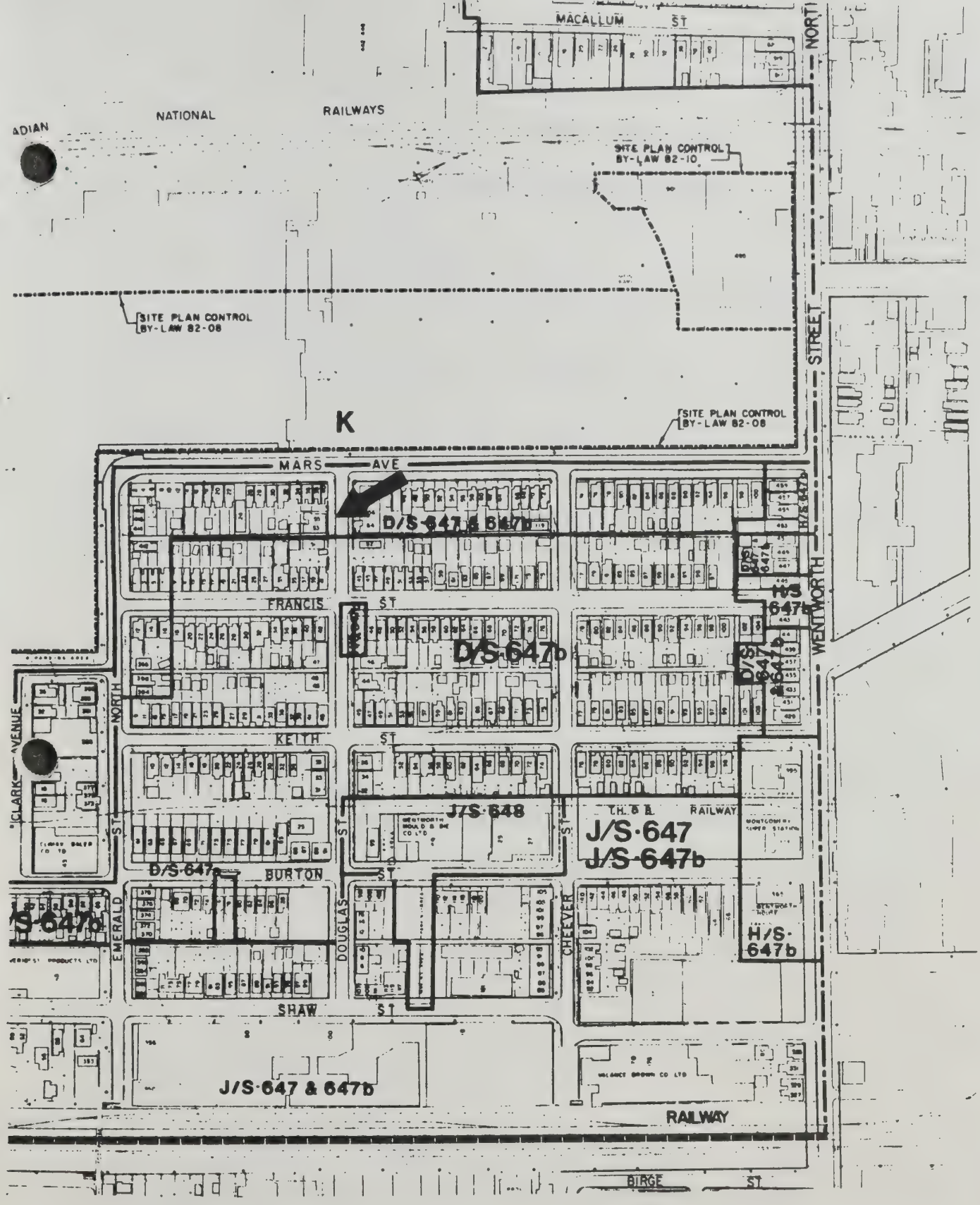
BACKGROUND:

Staff has received a request from Mary Pruder, 55 Douglas Street, that a reserved "Permit Parking" space be designated on the west side of Douglas Street in front of her home since she is disabled.

Douglas has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Ms. Pruder has advised that she requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Pruder possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MH/klk



106 | 69 | 70

CITY OF HAMILTON

2(B)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 28
File No. TEC-182-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Maple Avenue between Kenilworth Avenue South and Crosthwaite Avenue South - Parking Regulations

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Maple Avenue between Kenilworth Avenue South and Crosthwaite Avenue South, such that parking is prohibited:

- on the north side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

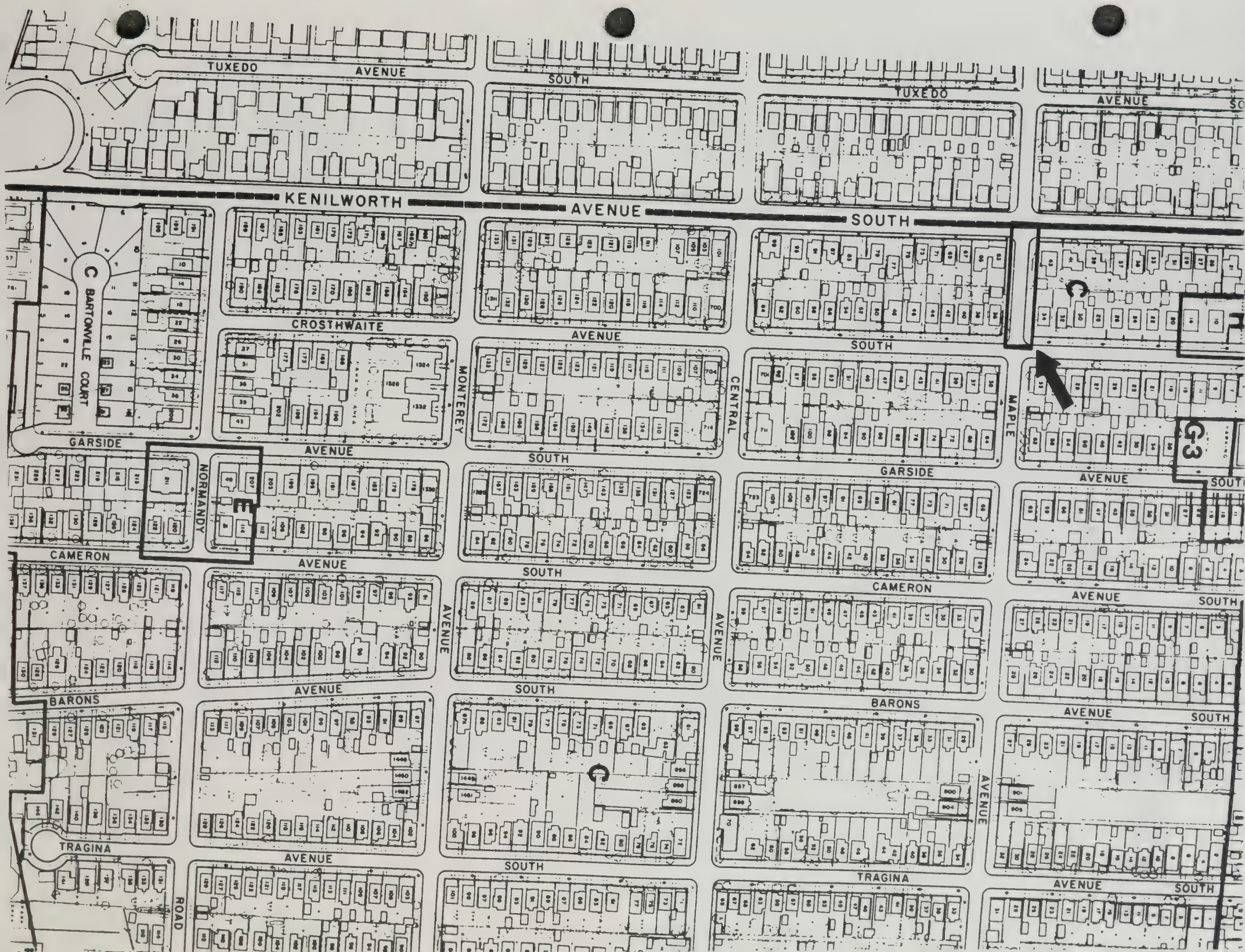
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of all four residential properties abutting Maple between Kenilworth and Crosthwaite, requesting that an "Alternate Side Parking" regulation be implemented on the street in this block. Three of the four petitioners are in favour of the requested regulation while one is opposed.

Maple has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this block. The resident who circulated the petition has expressed concern regarding a lack of street cleaning. The implementation of the requested regulation will facilitate street cleaning operations since parking would alternate from side to side and provide a two week period on each side for street cleaning rather than requiring the posting of temporary cardboard signs. Therefore, since 75 percent of the abutting residents support the requested regulation, staff concurs with the request.

CVB/MBH/klk


TUXEDO AVENUE
SOUTH
TUXEDO AVENUE
KENILWORTH AVENUE SOUTH
BARTONVILLE COURT
GARSIDE
CROSTHWAITE AVENUE
MONTEREY
AVENUE SOUTH
CENTRAL
MAPLE
GARSIDE AVENUE
G-3
NORMANDY
CAMERON AVENUE
SOUTH
CAMERON AVENUE
SOUTH
AVENUE
AVENUE
BARONS
AVENUE SOUTH
BARONS AVENUE
TRAGINA
AVENUE SOUTH
TRAGINA AVENUE
ROAD
AVENUE SOUTH

2(b)(ii)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 29
File No. TEC-183-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Laura Court - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Laura Court commencing at Woodman Avenue and extending to a point 119 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

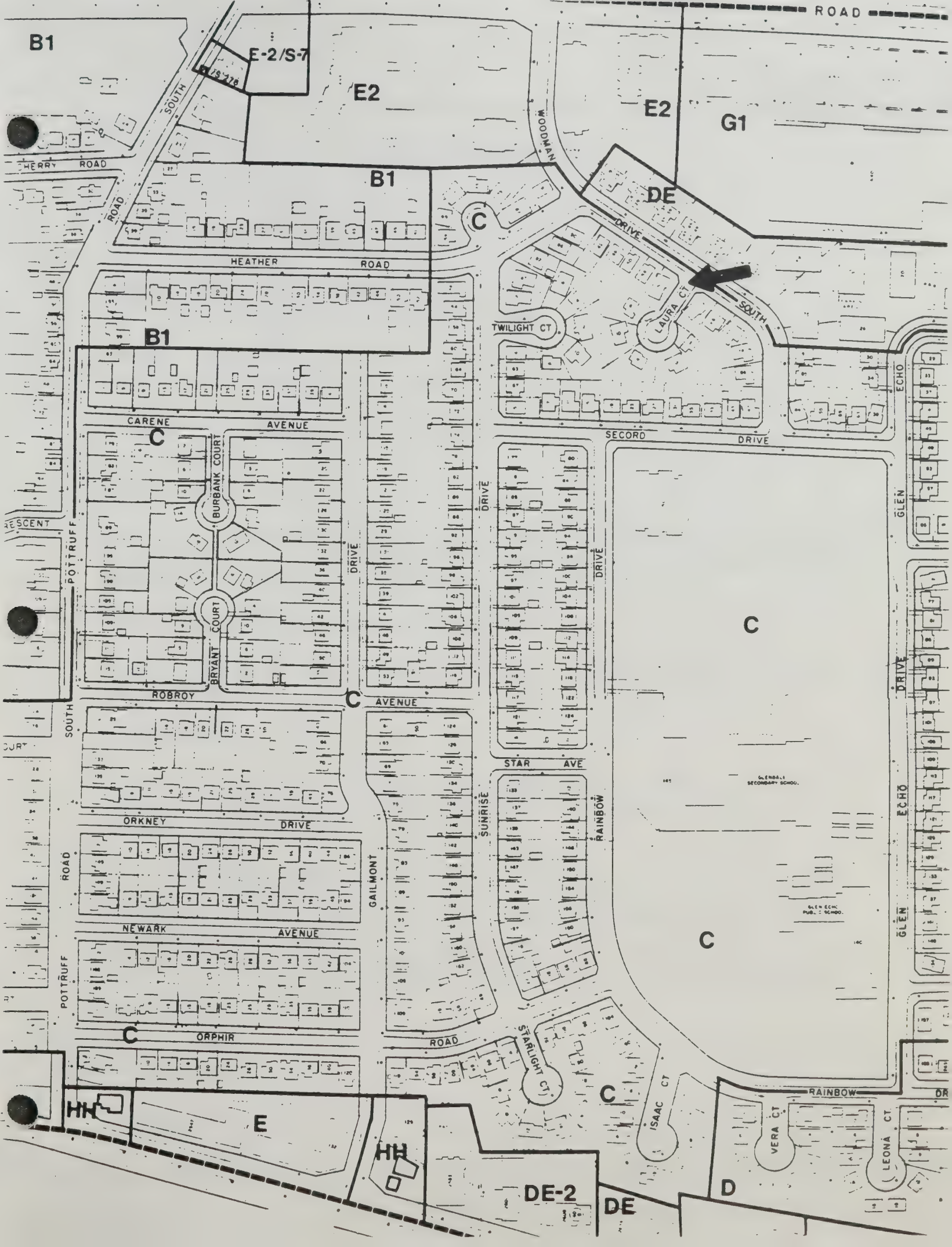
BACKGROUND:

Staff has received a petition signed by representatives of six of the seven residential properties abutting Laura Court between Woodman Avenue and the westerly end, requesting that a "No Parking" regulation be implemented on the north side of Laura, west of Woodman, to facilitate driveway movements, two-way traffic flow and turning movements at the intersection.

Laura has a 28 foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street in this block. The implementation of the requested regulation would facilitate driveway movements, two-way traffic flow and turning movements at this intersection but would result in the loss of approximately three on-street parking spaces during evening hours and all day on Sundays.

However, since parking is presently prohibited on both sides of the street during the day, and since all residents on this street have available off-street parking, staff do not anticipate any parking difficulties for area residents. Therefore, staff concurs with the request.

CVB/MBH/klk


B1
E-2/S-7
E2
E2
G1
ROAD
SOUTH
HENRY ROAD
ROAD
B1
WOODMAN
DE
DRIVE
C
HEATHER ROAD
B1
TWILIGHT CT.
LAURA CT.
SOUTH
ECHO
SECORD DRIVE
CARENE AVENUE
C
BURBANK COURT
DRIVE
DRIVE
DRIVE
GLEN
RESCENT
POTTRUFF
BRYANT COURT
C
ROBROY AVENUE
C
SOUTH
STAR AVE
SUNRISE
RAINBOW
ORKNEY DRIVE
ROAD
GAILMONT
NEWARK AVENUE
POTTRUFF
C
ORPHIR
ROAD
STARLIGHT CT.
C
ISAAC CT.
RAINBOW
VERA CT.
LEONA CT.
HH
E
HH
DE-2
DE
D

2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 30
File No. TEC-187-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of South Street and Dundurn Street South
- Corner Clearance

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the north side of South Street commencing at Dundurn Street South and extending to a point 40 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

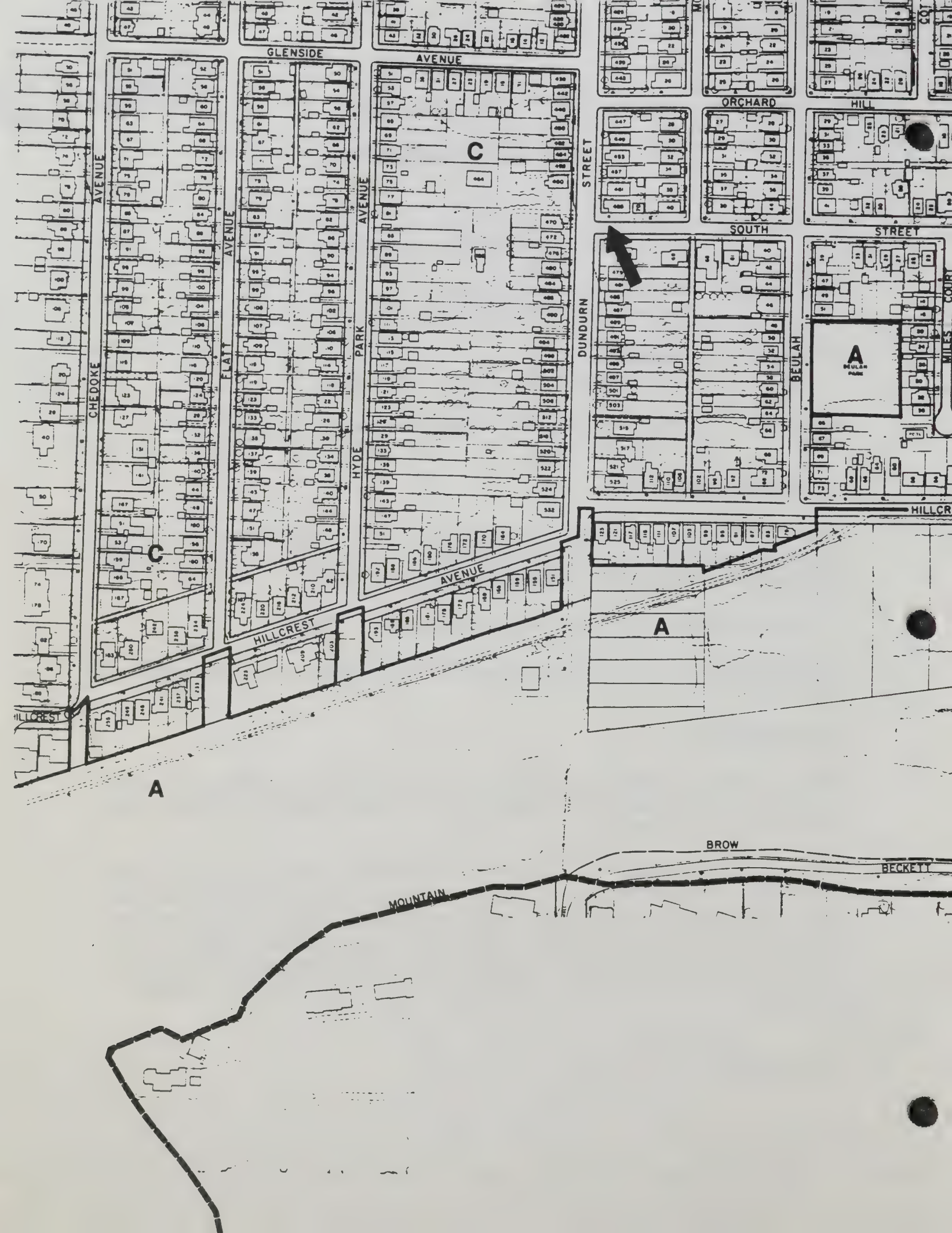
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Marilyn Neufeld, 309 Main Street West, that a corner clearance be implemented at the intersection of South and Dundurn to facilitate turning movements at the intersection.

South has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Due to the narrow pavement width, staff agree that it would be appropriate to implement a corner clearance to facilitate turning movements. The implementation of the requested regulation would result in a loss of only one on-street parking space. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MH/ab


GLENSIDE
AVENUE
ORCHARD
HILL
STREET
SOUTH
STREET
CHEDOKE
AVENUE
ELATT
AVENUE
HYDE
PARK
AVENUE
DUNDURN
STREET
BEULAH
COURT
HILLCREST
AVENUE
HILLCREST
BROW
BECKETT
MOUNTAIN
C
C
A
A
A

2(B)(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 05
File No. TEC-188-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 77 Leeming Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 46 feet south of Wright Avenue and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Antonina Traina, No. 77 Leeming Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

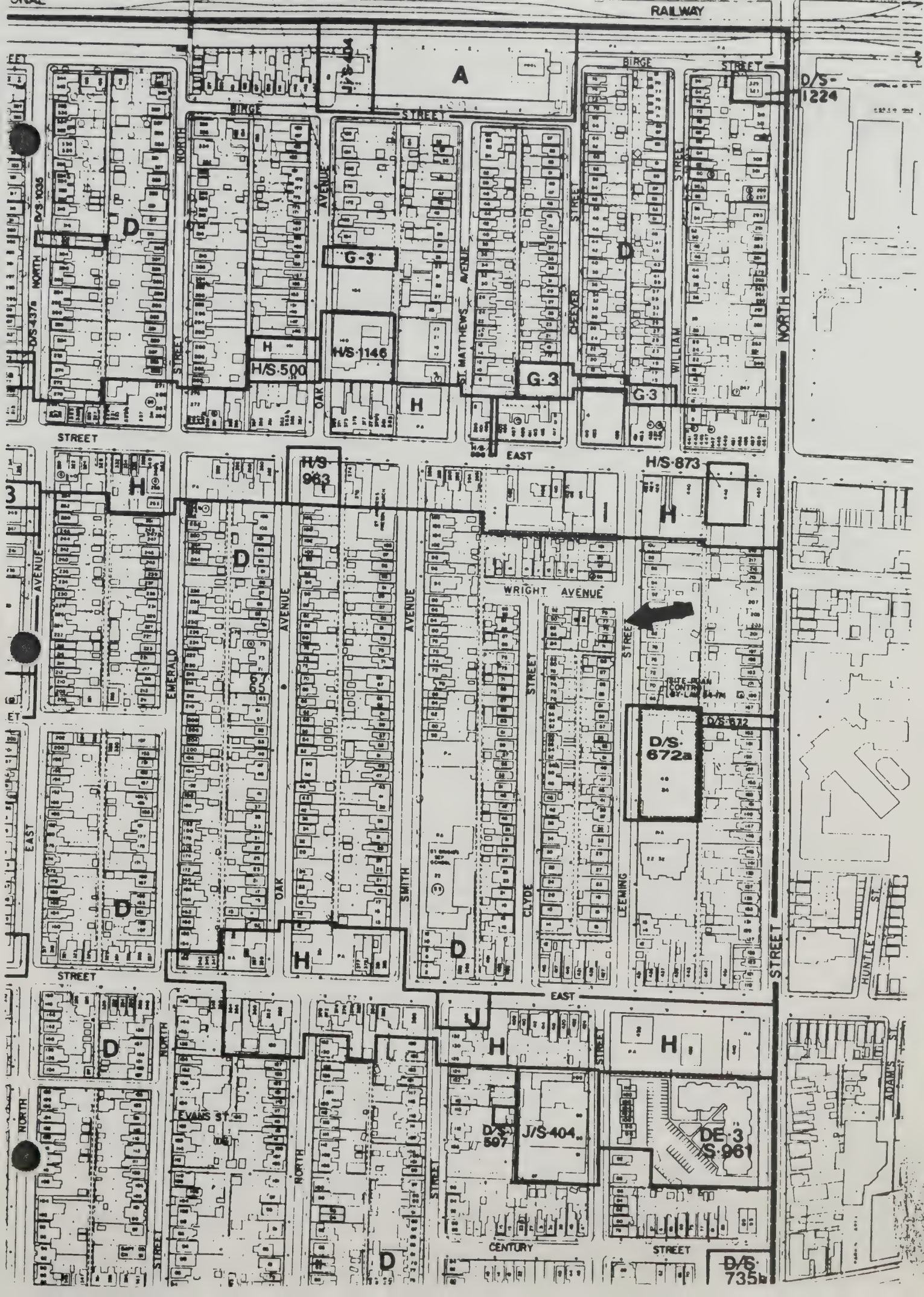
BACKGROUND:

Staff has received a request from Mrs. Rita Costabile that a reserved "Permit Parking" space be designated on the west side of Leeming Street in front of her mother's home since her mother is disabled.

Leeming has a 26 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy required, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Traina possesses a valid permit. Since there is an "Alternate Side Parking" regulation on the street in this area, normal practice is to implement a reserved "Permit Parking" space on both sides of the street such that the resident has a reserved space on an annual basis. However, the applicant has requested that the regulation be implemented on her mother's side of the street only, since she does not want to inconvenience any residents on the opposite side of the street. Loading and unloading may occur on Mrs. Traina's side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation. An investigation has revealed that there is off-street parking which is accessible via the alleyway at the rear of the property. However, access via the alleyway is difficult during the winter months. Therefore, staff concurs with the request.

CVB/MBH/klk


RAILWAY
A
J/S-404
BIRGE
STREET
D/S-1224
D
NORTH
AVENUE
D/S-1035
D/S-437a
G-3
H
H/S-500
H/S-1146
ST. MATTHEWS
AVENUE
CHERRIER
STREET
WILLIAM
STREET
NORTH
EAST
H/S-873
H/S-963
WRIGHT AVENUE
EMERALD
AVENUE
OAK
AVENUE
SMITH
AVENUE
CLYDE
STREET
LEEMING
STREET
D/S-672
D/S-672a
EAST
STREET
HUNTLEY ST.
STREET
EAST
J
H
STREET
NORTH
EVANS ST.
D/S-597
J/S-404
DE-3
S-961
ADAMS ST.
NORTH
STREET
CENTURY
STREET
D/S-735

2(B)(ii)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 07
File No. TEC-189-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Templemead Drive - Parking Regulations

RECOMMENDATION:

That the by-law entry allowing for a "No Parking" regulation on the south and west sides of Templemead Drive commencing at Independence Drive and extending to the south property line of 314 Templemead Drive be rescinded.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

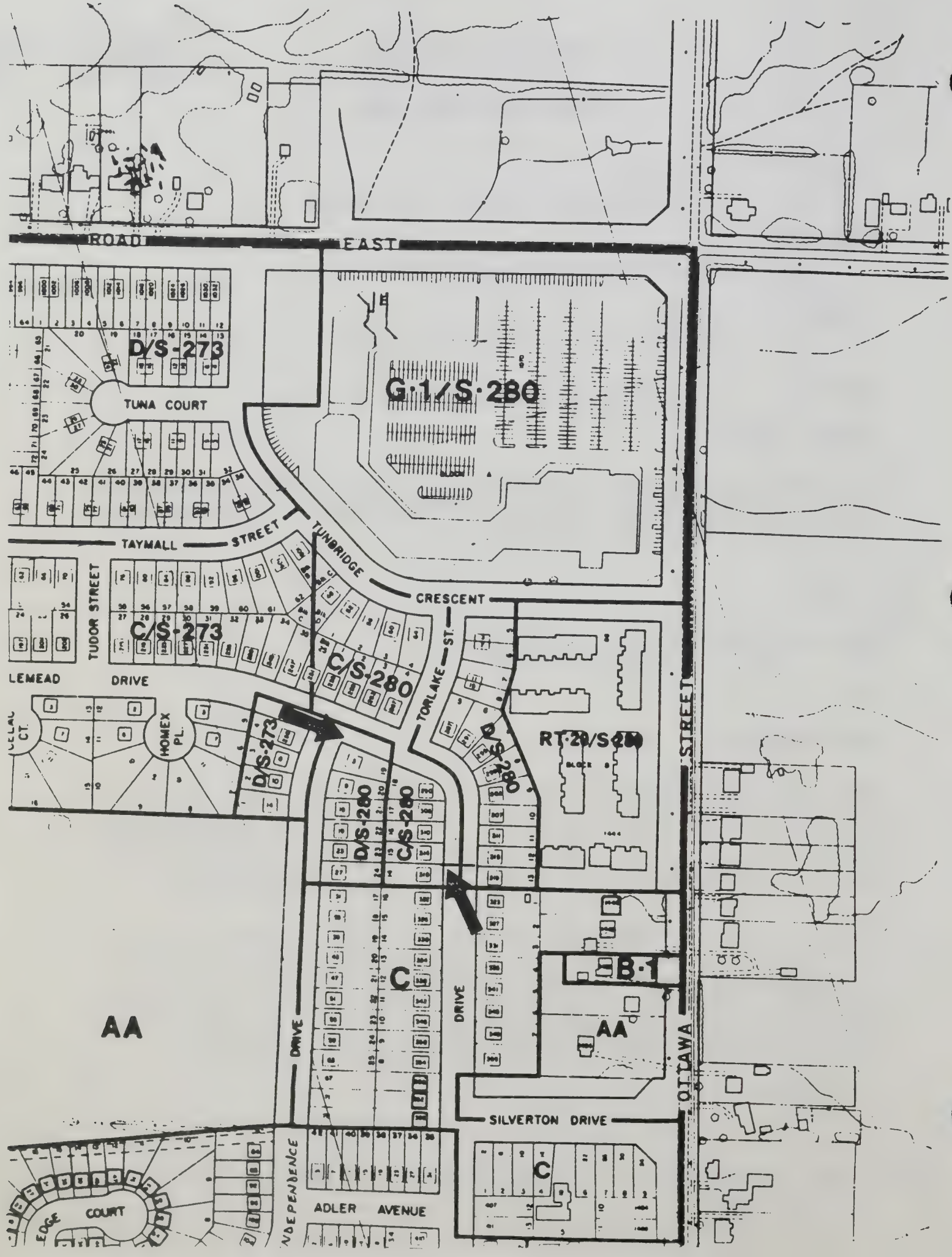
N/A

BACKGROUND:

The City Council at its meeting held 1995 May 9, approved a "No Parking" regulation on the south and west sides of Templemead between Independence and the south property line of 314 Templemead Drive to facilitate traffic movement. However, Alderman Jackson asked that the implementation of this regulation be put on hold pending a decision on a petition for three-way stop control at the intersection of Templemead and Torlake.

The City Council at its meeting held 1995 July 11, approved a three-way stop at this intersection, and Alderman Jackson has now requested that the by-law entry allowing for the implementation of the "No Parking" regulation be rescinded and that the signs not be erected since the intersection will soon be controlled by an all-way stop and the residents do not want the "No Parking" signs erected. While it would be advantageous from a traffic point of view to prohibit parking in this area, staff has no serious objections.

CVB/MBH/ab


ROAD
EAST
D/S-273
TUNA COURT
G-1/S-280
TAYMALL
STREET
TUNBRIDGE
CRESCENT
TORLAKE
ST.
TUDOR STREET
C/S-273
C/S-280
LEMEAD
DRIVE
HOMEX
PL.
D/S-273
D/S-280
C/S-280
RT-20/S-2
STREET
C
B-1
AA
AA
DRIVE
DRIVE
OTTAWA
SILVERTON DRIVE
C
ADLER
AVENUE
COURT

2(B)(ii)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 07
File No. TEC-190-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Forest Avenue - Parking Regulations

RECOMMENDATION:

That the existing "No Parking, 8:00 a.m. to 6:00 p.m., 7 days a week" regulation on the south side of Forest Avenue commencing at John Street South and extending to a point 128 feet westerly therefrom be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

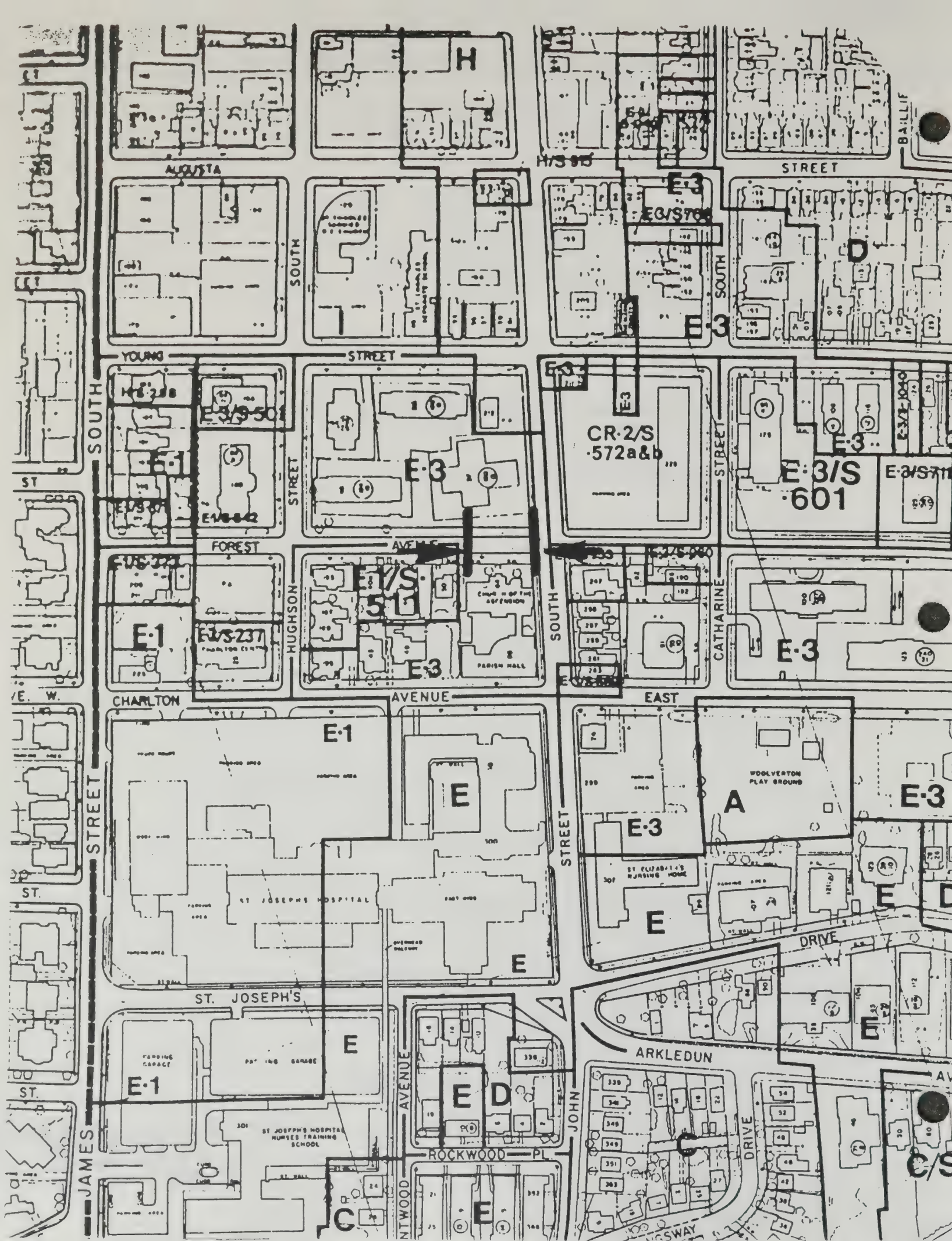
BACKGROUND:

Cannon Paul Jackson of the Church of the Ascension, 64 Forest Avenue has requested that the existing "No Parking, 8:00 a.m. to 6:00 p.m., 7 Days a Week" regulation on the south side of Forest directly in front of their property be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.

The subject part-time "No Parking" regulation was implemented in the Fall of 1994 as a result of a request from a representative of this church to facilitate loading activities associated with funeral, wedding and other church functions. However, Cannon Jackson has now advised that he would prefer to revert back to a parking time limit regulation since on-street parking is in high demand in this area.

The reinstatement of the time limit regulation will restore approximately five parking spaces in this area. Staff has reviewed this matter and concurs with the request.

CVB/MBH/klk


AUGUSTA
STREET
BAILLIF
H
H/S 515
E-3
E-3/S-700
D
SOUTH
YOUNG
STREET
E-3/S-50
E-1
E-3/S-601
E-3/S-711
CR-2/S
-572a&b
FOREST
AVENUE
E-1/S
-51
E-1/S-237
HUGHSON
CATHARINE
CHARLTON
EAST
E-1
E
WOOLVERTON
PLAY GROUND
A
ST. JOSEPH'S
HOSPITAL
ST. JOSEPH'S
NURSES TRAINING
SCHOOL
DRIVE
ARKLEDUN
ROCKWOOD PL
JAMES
JOHN
ST.
C
C/S

2(b)(iii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 10
File No. TEC-191-95 / Author: C. van Berkel

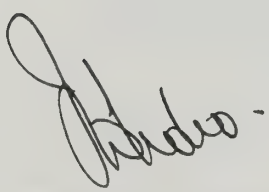
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 35th Street between Leslie Avenue and Scenic Drive - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of West 35th Street between Leslie Avenue and Scenic Drive and that the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 10 of the 11 residential properties abutting West 35th between Leslie and Scenic, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of the street in this block. Of the ten residents who signed the petition, eight are in favour, one is opposed and one resident expressed no opinion regarding the requested changes.

West 35th has a 29 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted parking on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident

parking by students of the Mohawk College School of Nursing. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 73 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/klk


B-1
C
AVENUE
ST
WEST 32nd
WEST 33rd
WEST 34th
WEST 35th
SCENIC
ANGELA
LESLIE
BENDAMERE
ELMWOOD
B-1
B-2
AA
DRIVE
SCENIC
SANATORIUM
ROAD

2(B)(i)(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 13
File No. TEC-193-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Catharine Street North between Burlington Street East and Brock Street - Parking Regulations

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on both sides of Catharine Street North between Burlington Street East and Brock Street and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit per one, two and three family dwelling abutting the block, and any additional permits on a first come first served basis to a maximum of 28 permits.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will offset the cost to some degree.

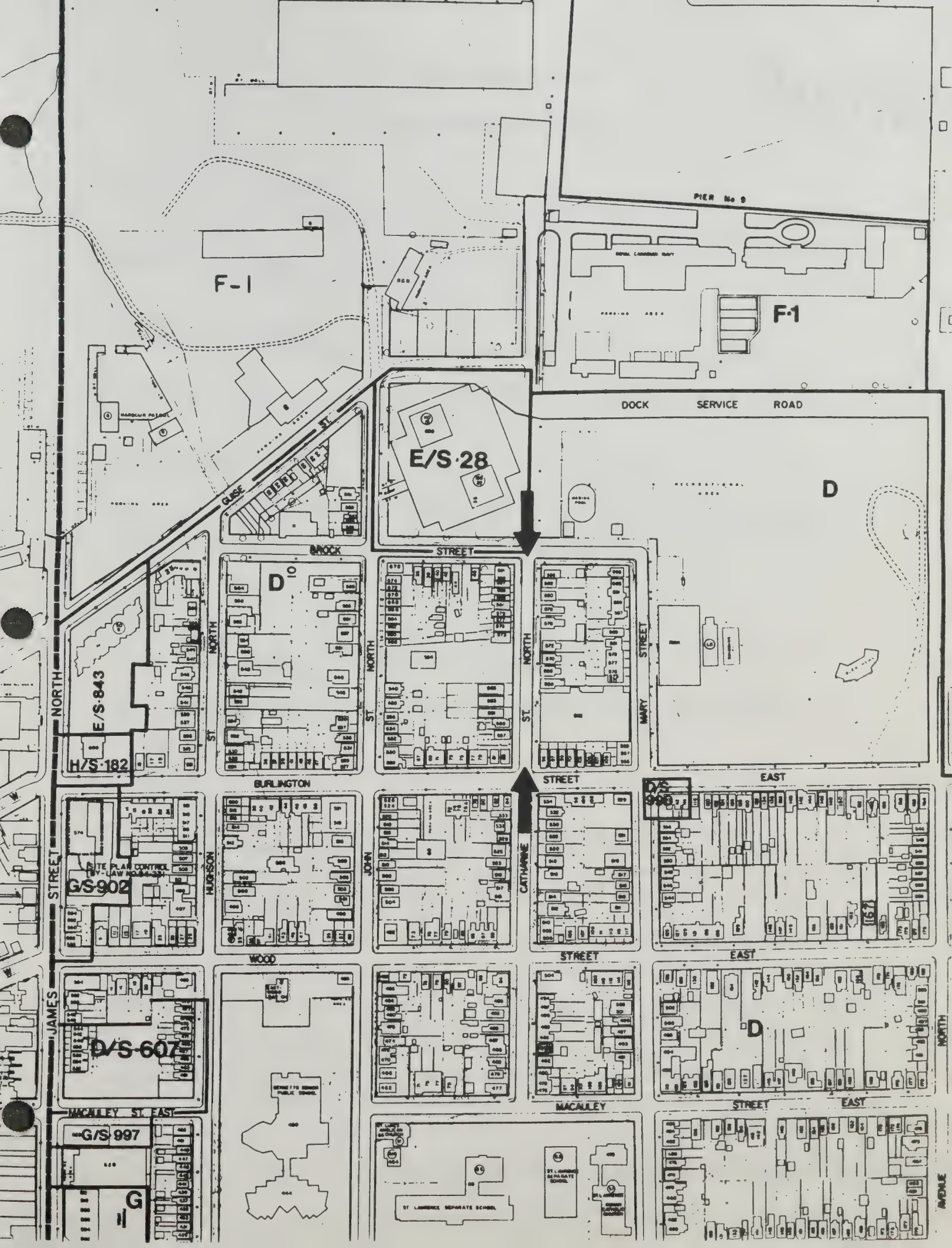
BACKGROUND:

Alderman Vince Agro has forwarded a petition signed by representatives of 18 of the 26 residential properties abutting Catharine between Burlington and Brock, requesting that a "Permit Parking" regulation be implemented on both sides of the street in this block. Seventeen of the petitioners support the requested regulation and one is opposed.

Catharine has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by Eastwood Arena patrons and employees of two area businesses. The implementation of the requested regulation would prohibit non-resident parking and residents of the street may be entitled to purchase permits at a cost of $24.00 (plus G.S.T.) per permit each year to exempt their vehicle(s) from the "Permit Parking" regulation.

An investigation has revealed that there are 28 parking spaces on the street in this block. It was indicated on the petition that 16 permits are required by the 18 residents who signed the petition. There would be 12 permits remaining for the eight residents who were not contacted. Thus, the demand for permits does not appear to exceed the number of on-street parking spaces and since 65 percent of the abutting residents support the requested regulation, staff concurs with the request.

CVB/MBH/ab


F-1
PIER No 9
F-1
DOCK SERVICE ROAD
E/S-28
D
GUISE ST.
BROCK STREET
D
NORTH ST.
NORTH ST.
MARY STREET
E/S-843
H/S-182
NORTH ST.
BURLINGTON STREET EAST
D/S-998
SITE PLAN CONTROL BY-LAW NO 84-331
G/S-902
HUGHSON STREET
JOHN
CATHARINE
1621
WOOD
STREET
EAST
D/S-607
JAMES STREET
D
NORTH
MACAULEY ST. EAST
G/S-997
G
MACAULEY STREET EAST
ST. LAWRENCE SEPARATE SCHOOL
AVENUE

CITY OF HAMILTON

- RECOMMENDATION -

2(b)(ii)(p)

DATE: 1995 July 13
File No. TEC-194-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Catharine Street North, North of Cannon Street East - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Catharine Street North commencing at Cannon Street East and extending to a point 214 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

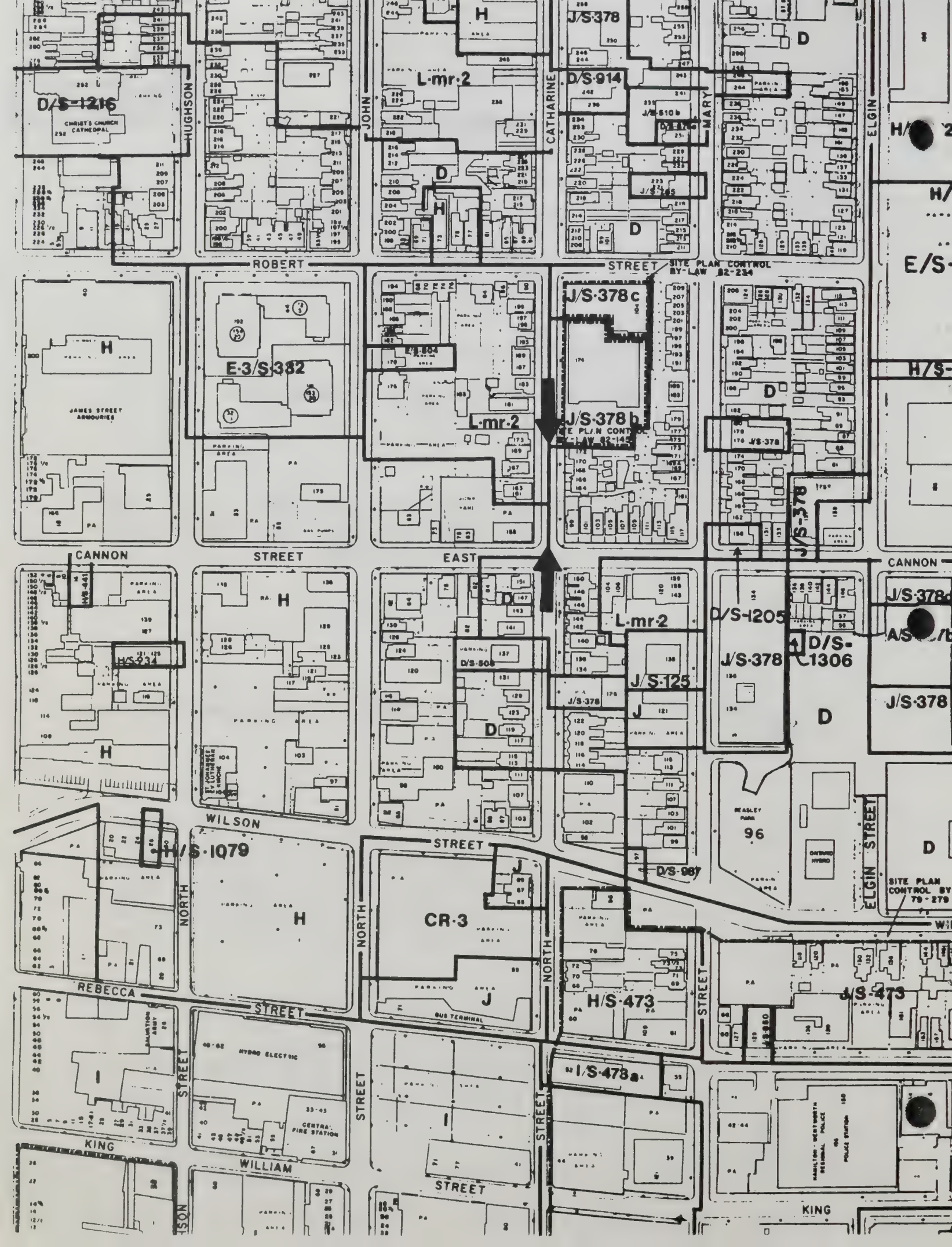
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Agro has forwarded a petition signed by representatives of four of the five residential properties abutting the east side of Catharine between Cannon and the L.C.B.O. warehouse, requesting that a "No Parking" regulation be implemented on the east side of the street in this area. Mr. Brian Stainer, Manager of the L.C.B.O. warehouse, is also in favour of the requested regulation. The resident who circulated the petition has expressed concern that motorist frequently park in this area, obstructing access to the residential driveways.

Catharine has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for a signal clearance north of Cannon. An investigation has revealed that there is only one legal on-street parking space due to the number of driveways in this area. Therefore, since 80 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/ab


D/S-1216
CHRIST'S CHURCH CATHEDRAL
HUGHSON
JOHN
L-mr-2
CATHARINE
D/S-914
MARY
ELGIN
ROBERT
STREET
SITE PLAN CONTROL BY-LAW 82-234
J/S-378c
J/S-378b
E-3/S-382
JAMES STREET ARMOURIES
CANNON
EAST
D/S-1205
D/S-1306
J/S-378
J/S-125
HS-934
WILSON
H/S-1079
NORTH
CR-3
BUS TERMINAL
D/S-987
96
REBECCA
H/S-473
J/S-473
I/S-478a
KING
WILLIAM
HYDRO ELECTRIC
CENTRAL FIRE STATION
HAMILTON-WENTWORTH REGIONAL POLICE
POLICE STATION

26(B)(ii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 01
File No. TEC-195-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: King Street West (Northerly and Southerly Branches) between Paisley and Marion Avenues - Parking Regulations

RECOMMENDATION:

That the existing two-hour parking meters in the northerly and southerly branches of King Street West between Paisley and Marion Avenues be replaced with three-hour parking meters and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Parking Authority has advised that sufficient funds are available to cover the cost of replacing the subject parking meters.

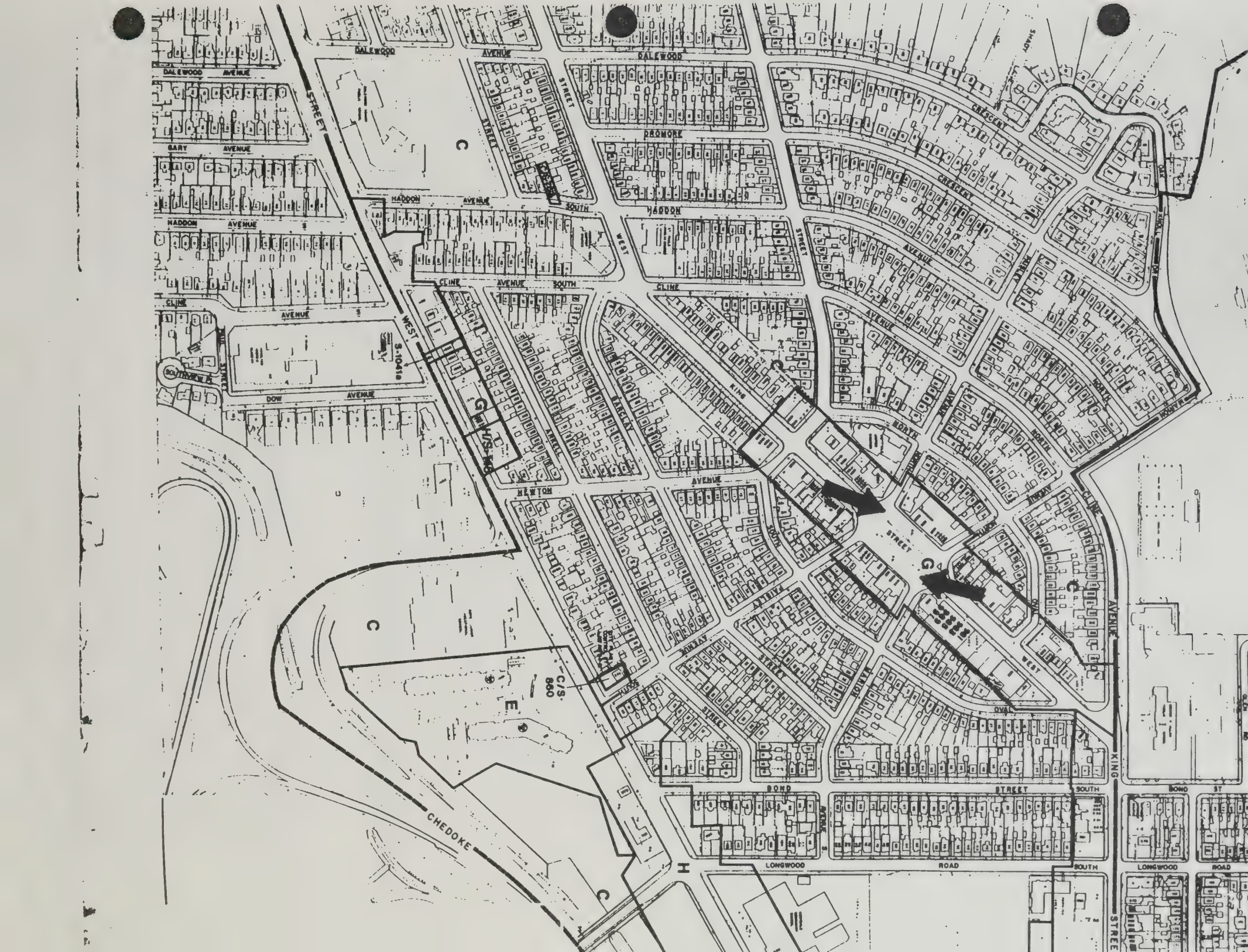
BACKGROUND:

The Hamilton Parking Authority has forwarded a request by the Westdale B.I.A. requesting that the existing two-hour parking meters in the King Street West (northerly and southerly branch) parkettes be replaced with three-hour parking meters.

An investigation has revealed that there are 10 two-hour and 14 three-hour parking meters in the northerly branch and that there are 9 two-hour and 14 three-hour parking meters in the southerly branch.

While staff is of the opinion that there is a need for some short-term parking, the Westdale B.I.A. has advised that their members support the requested change and, therefore, staff has no objection to this request.

CVB/MBH/klk


DALEWOOD AVENUE
GARY AVENUE
HADDON AVENUE
CLINE AVENUE
DOW AVENUE
NEWTON AVENUE
PROMORE
CRESCENT
STREET
SOUTH
WEST
NORTH
KING
BARCLAY
S-10418
G.T.R. MAIN
C/S 860
CHEDOKE
BOND STREET
LONGWOOD ROAD
OVAL
C
E
G
H

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 14
File No. TEC-196-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Emerald Street North between Barton Street East and Robert Street - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Emerald Street North between Robert Street and Barton Street East be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of 21 of the 38 one, two and three family dwellings abutting Emerald between Robert and Barton, requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. All 21 residents who signed the petition are in favour of the requested regulation. Staff has contacted an additional seven residents and all are also in favour of the requested regulation.

Emerald has a 23 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the east side than there are on the west side. An investigation has confirmed that there are 17 spaces on the west side and 22 spaces on the east side. Therefore, since 74 percent of the abutting residents are in favour of the requested changes, staff concurs with the request.

CVB/MBH/klk


SITE PLAN CONTROL BY-LAW 88-165
SITE PLAN CONTROL BY-LAW 90-285
H/S-940
H/S-1191
H/S-963
H/S-1146
H/S-500
H/S-1081
H/S-881a
H/S-126
D/S-437a
D/S-172a
G-3
E
D
H
BARTON
ROBERT
CANNON
EVANS ST
NORTH
AVENUE
STREET
EMERALD
OAK
SMITH
VICTORIA
WEST
EAST

2(b)(ii)(5)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 17
File No: TEC-199-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 70 Tragina Avenue South - Reserved "Permit Parking" space for a Disabled Resident. [TEC-199-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Tragina Avenue South commencing at a point 25 feet north of Central Avenue and extending to a point 29 feet northerly therefrom and that the City Traffic By-Law 89-72 be amended accordingly.

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Carla Perette, 70 Tragina Avenue South.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Carla Perette, 70 Tragina Avenue South, that a reserved "Permit Parking" space be designated on the west side of Tragina Avenue South in front of her home since her daughter is disabled.

Tragina has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved space on a year round basis. However, Mrs. Perette has advised that she requires the space only on her side of the street so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Perette possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/ab


MONTGOMERY PARK
1600
U/C
AVENUE
SOUTH
STREET
COULTER
BERRY
BELL
GARSIDE
CAMERON
BARONS
TRAGINA
WEIR
CENTRAL
MONTEREY
AUBURN
RODGERS
ROAD
NORMANDY
KING
STREET
H
ST MARY'S
HOLY CROSS CHURCH
FAITH LUTHERAN CHURCH

2(B)(ii)(+)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 31
File No. TEC-203-95 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Regulations on Rockway Court

RECOMMENDATION:

(a) That parking be prohibited on the north and west sides of Rockway Court from a point 233 feet east of Parkwood Crescent to the northerly end; and

(b) That parking be prohibited on the south and east sides of Rockway Court from a point 271 feet east of Parkwood Crescent to the northerly end; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1995 Departmental operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Chief George Baker, Fire Chief, recently informed Alderman Henry Merling of an incident on 1995 March 24 involving a fire on the property at no. 50 Rockway Court. Due to difficulties in responding to this alarm, the Fire Chief has recommended that parking be prohibited at all times on both sides of Rockway Court to the east of no. 18 on the south side and to the east of no. 19 on the north side, in order to facilitate maneuvering by their aerial trucks.

Rockway Court has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street. There is a 90° turn in the roadway near the easterly end of the street, and due to the narrow pavement width, the Fire Department vehicles had difficulty entering the easterly section of the street when responding to the emergency at no. 50 Rockway.

While a parking prohibition on both sides of a local residential street would normally be considered to be over-restrictive and unnecessary, this Department concurs with the recommendation of the Fire Chief. All of the abutting homes have driveways, and parking would still be allowed on both sides of the remainder of the street, such that no parking problems would be anticipated.

MH

MH/jd

2(B)(ii)(4)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 01
File No. TEC-204-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Springer Avenue and Maplewood Avenue
- Corner Clearance

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the north side of Maplewood Avenue commencing at Springer Avenue and extending to a point 82 feet easterly therefrom and that the City Traffic by-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Marion Millia, an employee of St. Peter's Hospital, 88 Maplewood Avenue, that a corner clearance be implemented on the north side of Maplewood, east of Springer. Ms. Millia has expressed concern that parked vehicles in this area obstruct visibility of southbound motorists on Springer attempting to enter Maplewood.

Maplewood has a 40 foot pavement width, and presently, there is unrestricted parking on the north side of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in this area. Therefore, staff concurs with this request.

The implementation of the requested regulation would result in a loss of only two on-street parking spaces. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/klk


MAIN STREET EAST
H/S-577
H/S 733a
E/S-86
D/S-209
D/S-880
D/S-476
M-14
J3
C
E
D
H
G3
BARNESDALE • BLVD
CARRICK AVE
SPADINA AVE
MELROSE AVE S
PROSPECT ST S
LEINSTER AVENUE
BALSAM AVE S
ASHFORD BLVD
SPRINGER AVENUE
ALBERT STREET
SOUTH
ELM
MAPLEWOOD AVENUE
GILMOUR PLACE
STREET
AVENUE
AFTON
NORWAY AVENUE
LORNE AVENUE
PROSPECT AVENUE
CEDAR AVENUE
BALSAM AVENUE
CUMBERLAND
ADELAIDE HOODLESS PUBLIC SCHOOL
ECOLE NOTRE DAME SEPARATE SCHOOL
ST. PETER'S GENERAL HOSPITAL
PARKING AREA

2(B)(ii)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 02
File No: TEC-205-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Locke Street, South of Herkimer Street - Parking Regulation

RECOMMENDATION:

That a "Thirty Minute Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Locke Street commencing at a point 65 feet south of the south curb line of Herkimer and extending to a point 48 feet southerly therefrom and that the City Traffic Bylaw 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

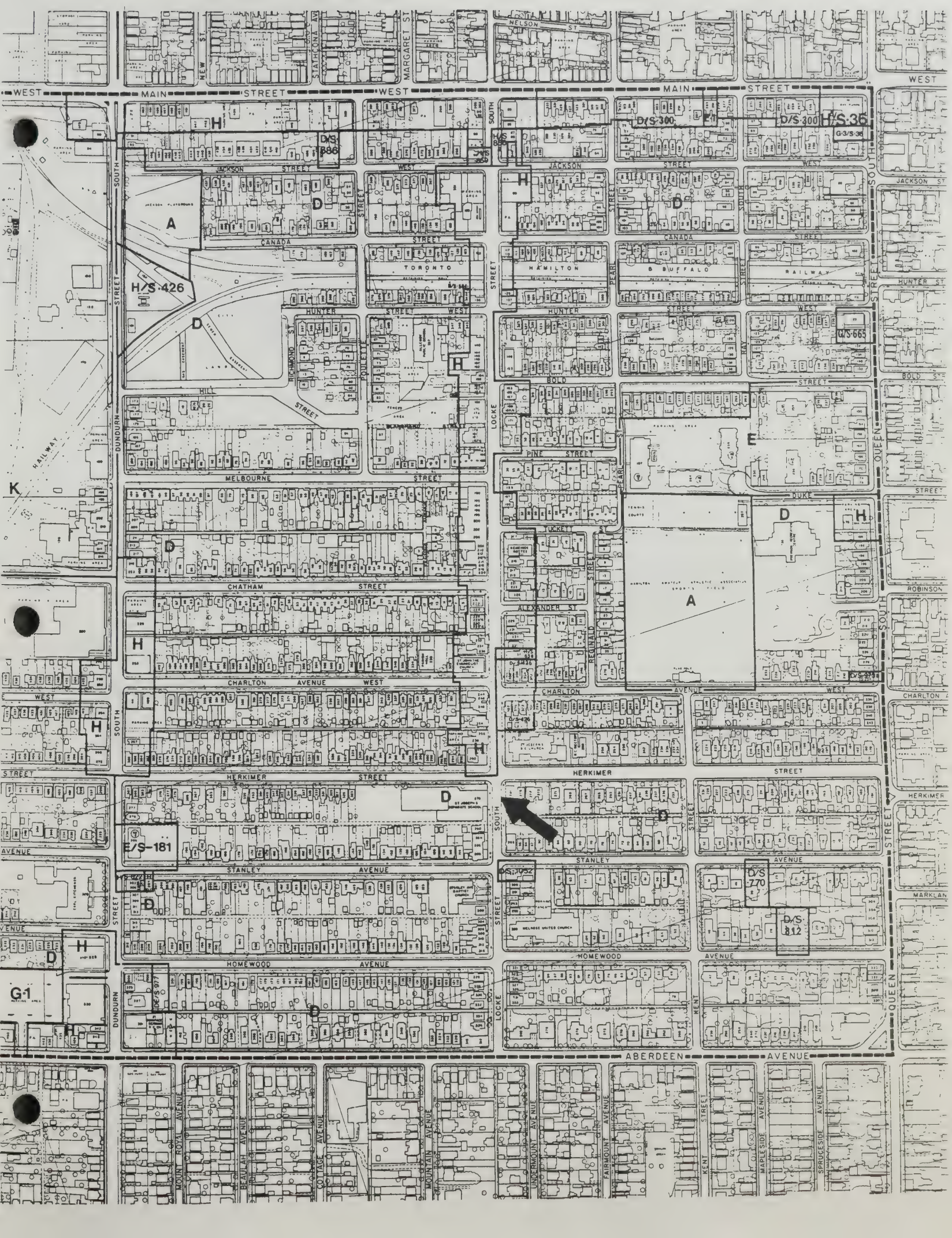
BACKGROUND:

The School Crossing Guard at the intersection of Locke and Herkimer has identified problems relating to parked vehicles in the "No Stopping" corner clearance at her corner. Many customers of the CIBC Bank on the south east corner are parking in the "No Stopping" corner clearance while using the A.T.M. machine, due to a lack of short term parking on Locke. These motorists are obstructing the visibility of the School Crossing Guard when she is entering/exiting the roadway thus causing an unsafe condition.

The curbside space immediately south of the "No Stopping" area adjacent to the bank is currently unrestricted and generally occupied by long term parkers. The area allows for approximately two vehicles to park and the spaces are directly adjacent to the A.T.M. machine. Conversion of this unrestricted parking area to time limit parking would provide a parking turnover and provide short-term parking for A.T.M. users.

The conversion of this unrestricted parking area to Thirty Minute parking has been discussed with the Bank Manager who fully supports this proposal, and agrees that this regulation would be consistent with the time limit on Herkimer adjacent to the Bank. Therefore, the implementation of the parking time limit is recommended to resolve the safety concerns regarding the School Crossing Guard and should not have any effect on the adjacent business.

TA/ab


WEST MAIN STREET
JACKSON STREET
CANADA STREET
HUNTER STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
DUNDURN SOUTH
LOCKE STREET SOUTH
QUEEN STREET SOUTH
PEARL STREET
BOLD STREET
PINE STREET
DUKE STREET
ROBINSON STREET
HUNTER ST
JACKSON ST
MARKLAN
H/S-426
E/S-181
D/S-300
H/S-36
G/S-665
D/S-770
D/S-812
D/S-886
D/S-977
G-1
A
D
E
H
K

2(B)(i)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 03
File No: TEC-207-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Whitney Avenue between Broadway Avenue and Emerson Street - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Whitney Avenue between Broadway Avenue and Emerson Street and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Mary Kiss recently asked staff to sent out a petition to Mr. Groot, 206 Broadway Avenue. Staff subsequently received a petition signed by representatives of three of the four residential properties abutting Whitney Avenue between Broadway Avenue and Emerson Street, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All three of the petitioners are in favour of the requested regulation.

Whitney has a 27 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of McMaster University. The

implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. per permit each year to exempt their vehicle from the signed time limit regulation. Therefore, since 75% of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/ab


SUSSEX STREET
MAPES AVENUE
GLENMOUNT AVENUE
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
MERNA AVE
WILLOWCREST AVENUE
BAXTER STREET
HADDON AVENUE
STROUD ROAD
TOTTENHAM ROAD
LELAND STREET
EMERSON STREET
BROADWAY
AYLETT ST
BOWMAN
WINSTON
DELBROOK
WILMONT COURT
WINSTON PLACE
TH&B RAILWAY
C/S 729
C/S 729
C/S 815
C/S 674
DE. 3
S. 981
HEPC

2(B)(ii)(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 04
File No: TEC-209-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Chris Court - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Chris Court commencing at Skyview Drive and extending to a point 97 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

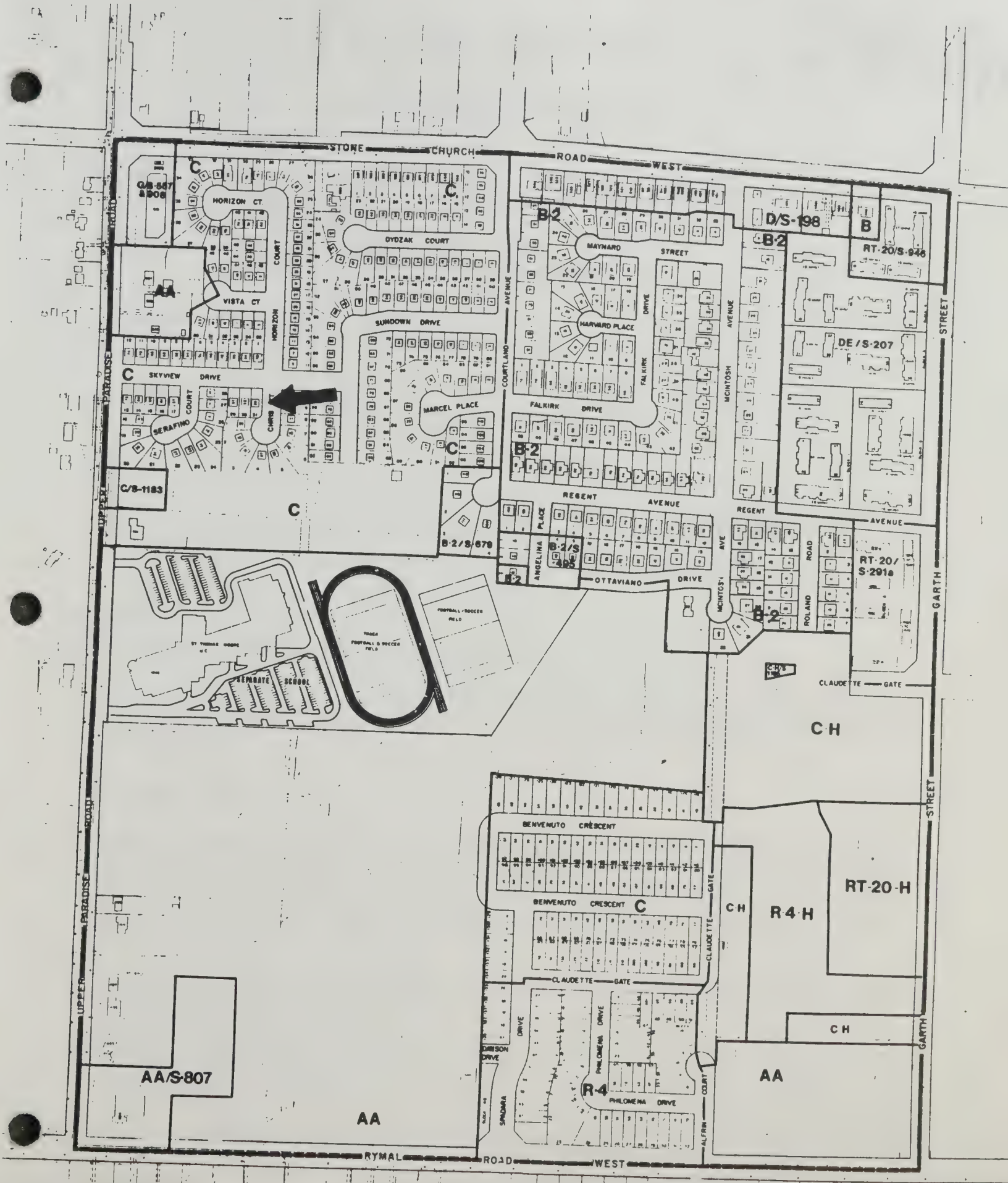
BACKGROUND:

Staff has received a request from Mr. Gord Savelli, 29 Skyview Drive, that a "No Parking" regulation be implemented on the west side of Chris Court adjacent to his home to facilitate two-way traffic flow while residents are accessing the "Super Mail Boxes".

Chris has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of this short dead end street. Staff has confirmed that parked vehicles on both sides of the street in this area do obstruct two-way traffic flow to some degree.

The implementation of the requested regulation will result in the loss of approximately three legal on-street parking spaces. However, since parking would be permitted on both sides of the street for the remainder of the block and since all residents on this street have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

SH/CVB/MBH/ab


STONE CHURCH ROAD WEST
UPPER PARADISE ROAD
GARTH STREET
RYMAL ROAD WEST
QB-557 & 908
HORIZON CT.
VISTA CT.
HORIZON COURT
DYDZAK COURT
SUNDOWN DRIVE
SKYVIEW DRIVE
SERAFINO COURT
CHRIS
MARCEL PLACE
COURTLAND AVENUE
MAYNARD STREET
HARWARD PLACE DRIVE
FALKIRK DRIVE
MCINTOSH AVENUE
REGENT AVENUE
ANGELINA PLACE
OTTAVIANO DRIVE
ROLAND ROAD
CLAUDETTE GATE
BENVENUTO CRESCENT
PHILOMENA DRIVE
ALFRIN COURT
SPADINA DRIVE
DRISON DRIVE
SEPARATE SCHOOL
TRACK FOOTBALL & SOCCER FIELD
FOOTBALL / SOCCER FIELD
C/S-1183
B-2/S-679
B-2/S-495
D/S-198
RT-20/S-946
DE/S-207
RT-20/S-291a
RT-20-H
R-4-H
R-4
AA/S-807
AA
C
B-2
B
C H

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 10
File No: TEC-213-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works/Traffic

SUBJECT: Picton Street West between Bay Street North and MacNab Street North - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of Picton Street West between Bay Street North and MacNab Street North and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

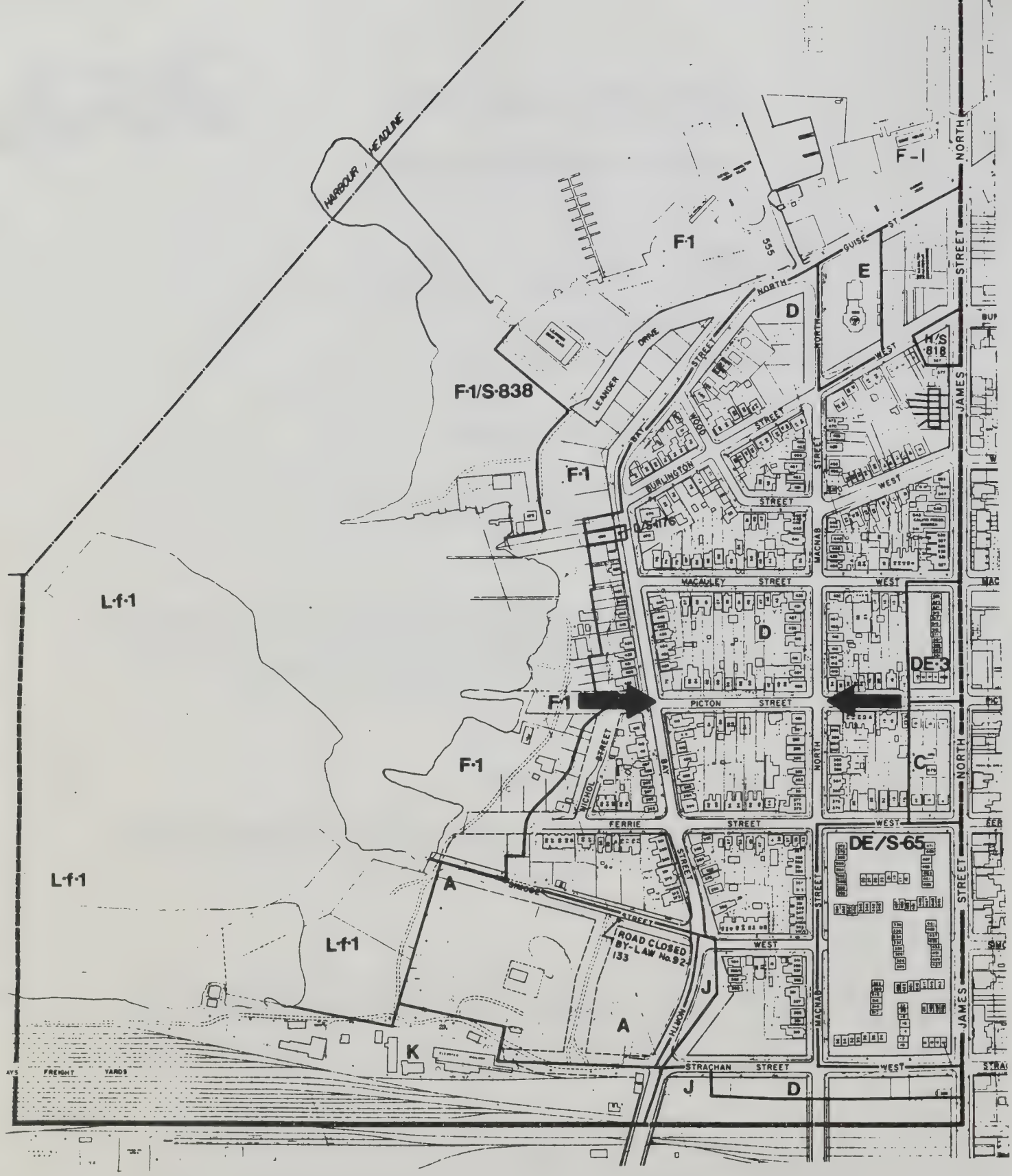
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 19 residential properties abutting Picton between Bay and MacNab, requesting that a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of the street in this block. All 17 residents who signed the petition are in favour of the requested regulation.

Picton has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block, except for three reserved "Permit Parking" spaces for disabled residents. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by patrons of the Harbour Front and Pier Four Parks. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 89 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/jd



All Lands Within This Neighbourhood Is Subject To Site Plan Control By-law No. 90-285.

CITY OF HAMILTO

26(B)(iii)(z)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 11
File No. TEC-192-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 209 Rebecca Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Rebecca Street commencing at a point 84 feet west of Cathcart Street and extending to a point 19 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Jo-Anne Martin, 209 Rebecca Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

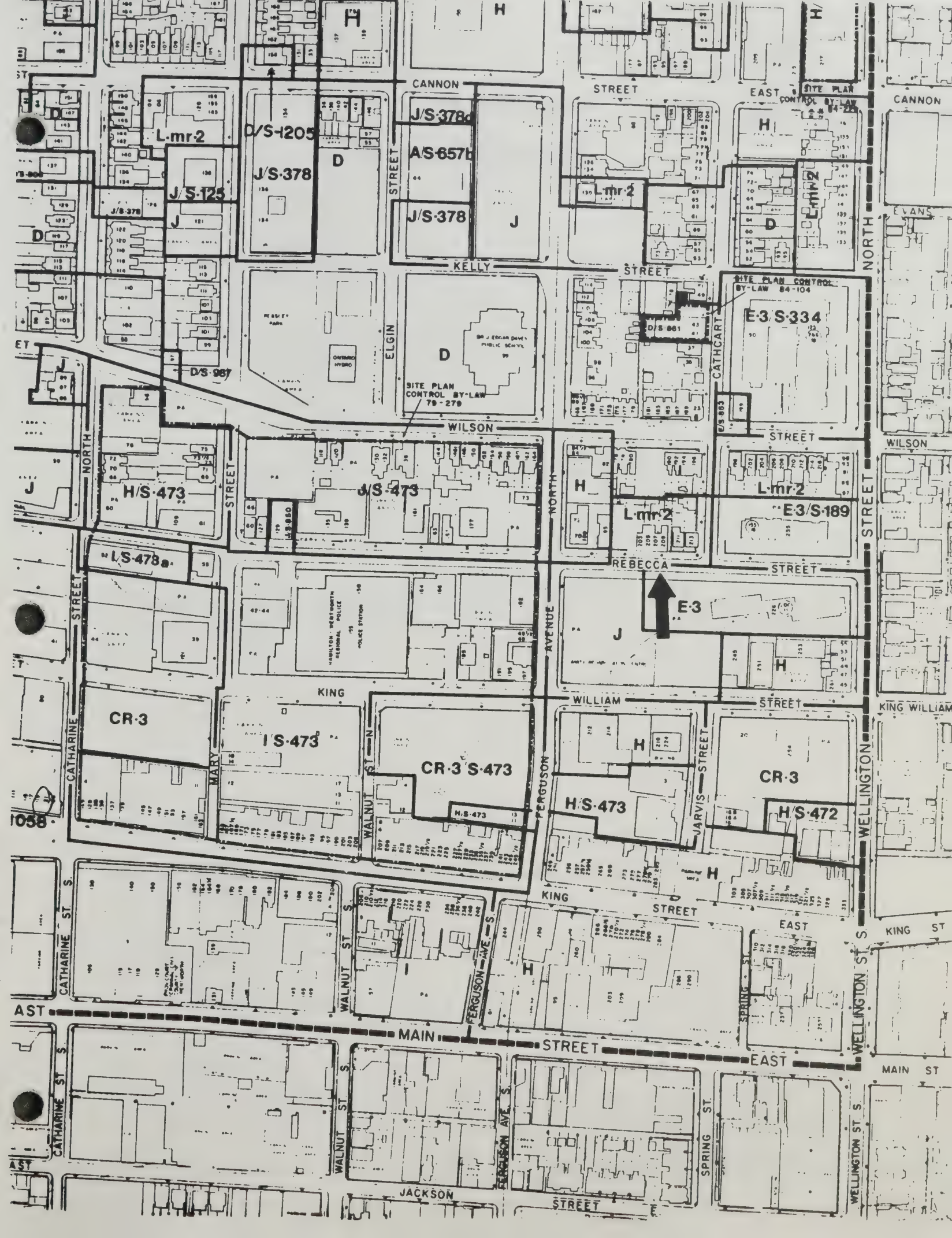
BACKGROUND:

Staff has received a request from Jo-Anne Martin, 209 Rebecca Street, that a reserved "Permit Parking" space be designated on the north side of Rebecca Street in front of her home since she is disabled.

Rebecca has a 29 foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "Three Hour, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Martin possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/ab


CANNON
STREET
EAST
SITE PLAN CONTROL BY-LAW 84-225
L-mr-2
D/S-1205
J/S-378d
A/S-657b
J/S-378
J/S-125
KELLY
SITE PLAN CONTROL BY-LAW 84-104
E-3/S-334
D/S-861
ELGIN
D/S-987
SITE PLAN CONTROL BY-LAW 79-279
WILSON
NORTH
H/S-473
J/S-473
L-mr-2
E-3/S-189
REBECCA
L/S-478a
E-3
KING
WILLIAM
CR-3
I/S-473
CR-3/S-473
H/S-473
CR-3
H/S-472
CATHARINE
MARY
WALNUT
FERGUSON
JARVIS
WELLINGTON
KING STREET EAST
MAIN STREET EAST
JACKSON STREET E
SPRING ST.
EVANS
KING WILLIAM
KING ST
MAIN ST
1038

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 18
File No: TEC-201-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Emerald Street North and Evans Street-
Intersection Control

RECOMMENDATION:

That eastbound and westbound traffic on Evans Street be required to stop for northbound and southbound traffic on Emerald Street North and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

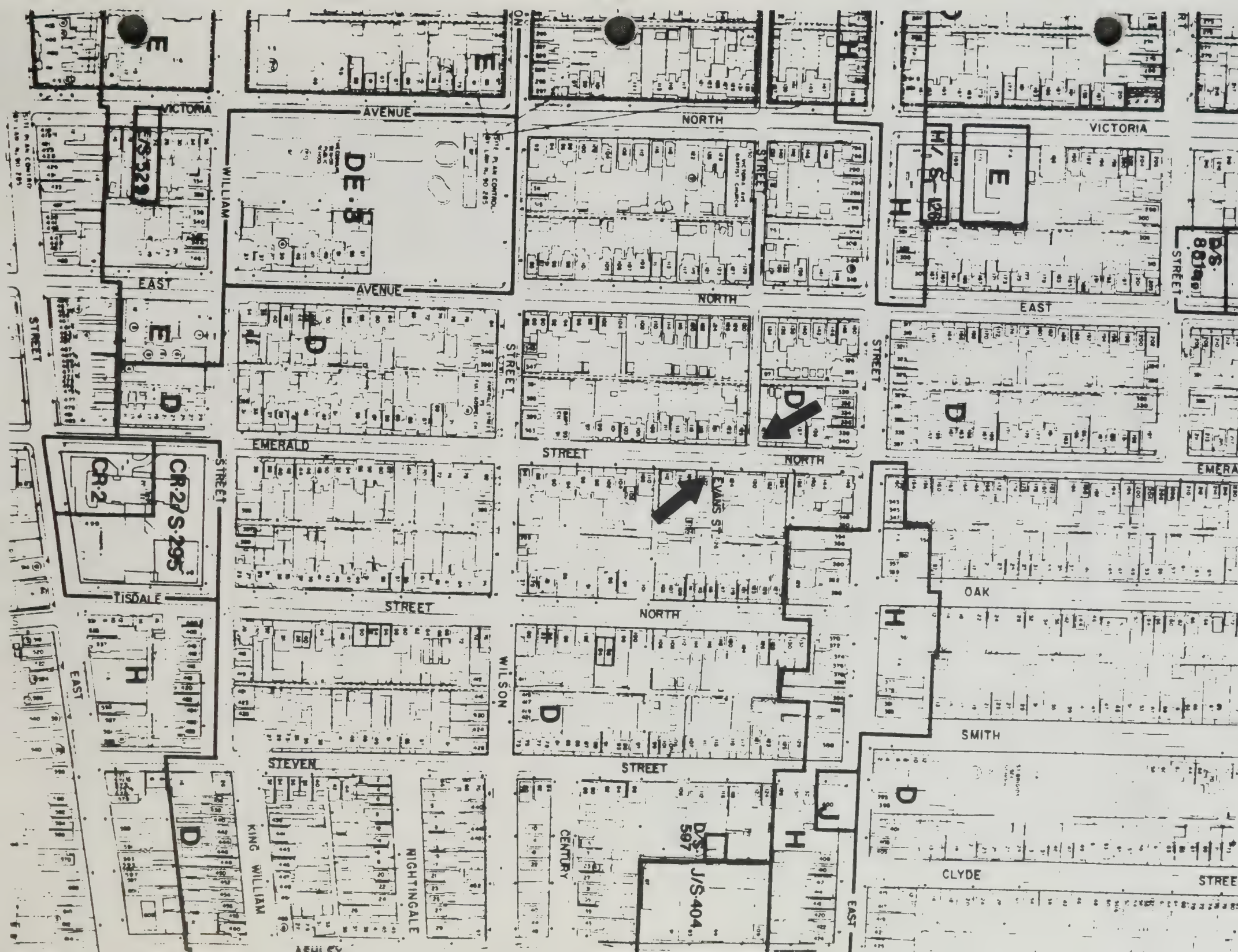
BACKGROUND:

Staff has received a request from Mike Robinson, 122 Evans Street, that stop control be implemented at the intersections of Emerald Street North and Evans Street.

The subject intersections are both "T" type intersections, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not

be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound and westbound traffic on Evans be required to stop for northbound and southbound traffic on Emerald.

CVB/MBH/ab


VICTORIA
AVENUE
NORTH
WILLIAM
STREET
EAST
AVENUE
NORTH
STREET
VICTORIA
EAST
STREET
EMERALD
STREET
NORTH
STREET
EVANS ST.
CR-2
S-295
TISDALE
STREET
NORTH
OAK
WILSON
EAST
STEVEN
STREET
SMITH
KING WILLIAM
NIGHTINGALE
CENTURY
J/S-404
CLYDE
EAST

2(B)(ii)(a.b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 27
File No: TEC-169-95 / Author: M. Trink

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Acadia Drive and Annapolis Way
- Intersection Control

RECOMMENDATION:

That northbound traffic on Acadia Drive be required to stop for eastbound and westbound traffic on Acadia Drive/Annapolis Way and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required sign.

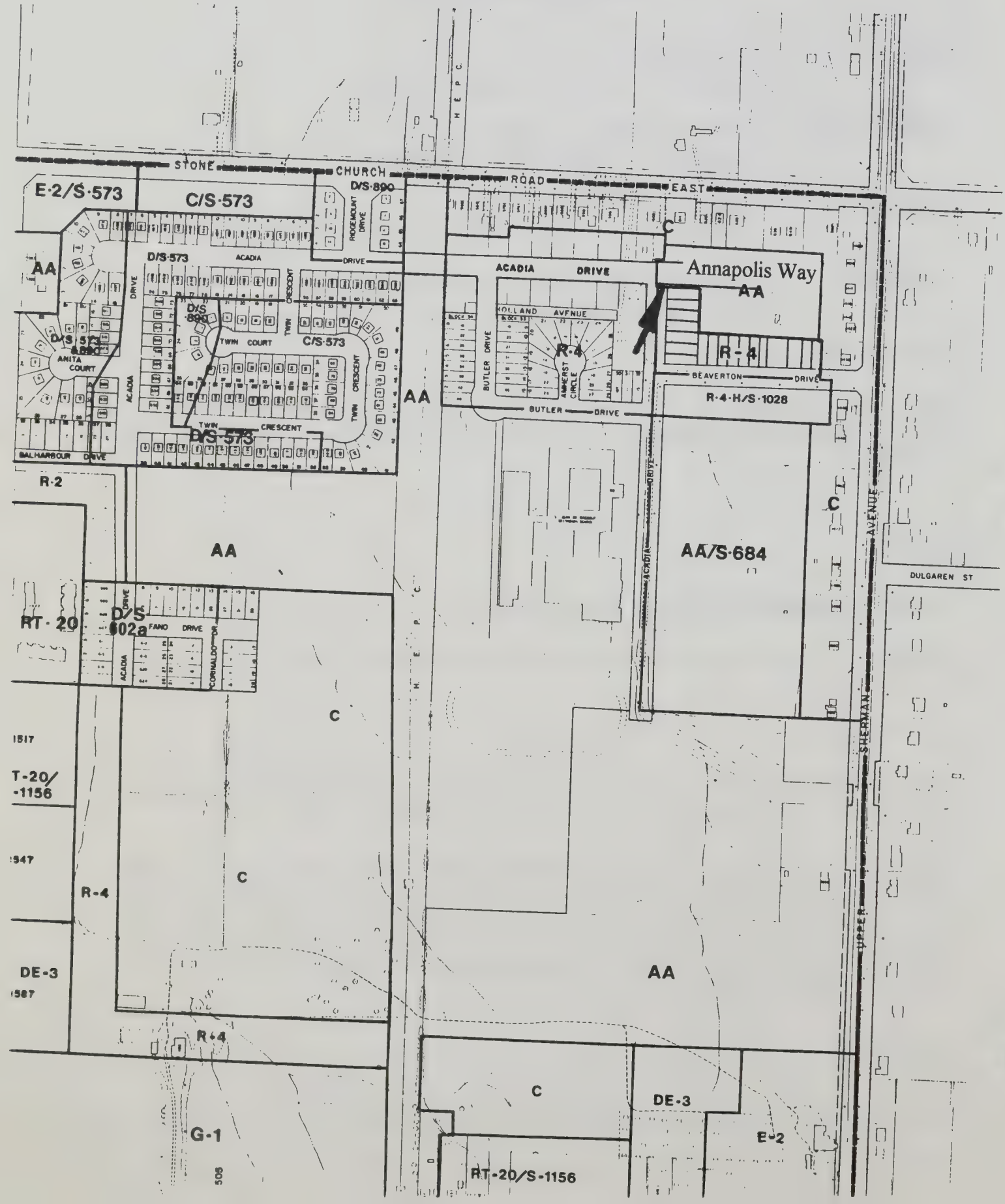
BACKGROUND:

Staff received a request from Mr. Frank Griffin, No. 289 Acadia Drive, that stop control be implemented at the intersection of Acadia Drive and Annapolis Way.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right-hand rule", which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Acadia Drive be required to stop for eastbound and westbound traffic on Acadia Drive/Annapolis Way.

MT

MT/CVB/klk


STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
RIDGEMOUNT DRIVE
D/S-573
ACADIA
DRIVE
CRESCENT
TWIN
TWIN COURT
C/S-573
D/S-890
ANITA COURT
D/S-573 & 890
TWIN CRESCENT
D/S-573
BALHARBOUR DRIVE
AA
ACADIA DRIVE
HOLLAND AVENUE
BUTLER DRIVE
R-4
AMHERST CIRCLE
Annapolis Way
AA
R-4
BEAVERTON DRIVE
R-4-H/S-1028
BUTLER DRIVE
R-2
AA
AA/S-684
C
DULGAREN ST
RT-20
D/S-602a
FANO DRIVE
CORINALDO DR
ACADIA
C
1517
T-20/-1156
1547
C
R-4
DE-3
1587
AA
R-4
C
DE-3
G-1
E-2
RT-20/S-1156
H E P C
UPPER
SHERMAN
AVENUE

26(b)(ii)(a)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 29
File No. TEC-185-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Gagliano Drive and Cellini Avenue - Intersection Control

RECOMMENDATION:

That eastbound and westbound traffic on Gagliano Drive be required to stop for northbound and southbound traffic on Cellini Avenue and that the City Traffic By-law 89-72 be amended accordingly.

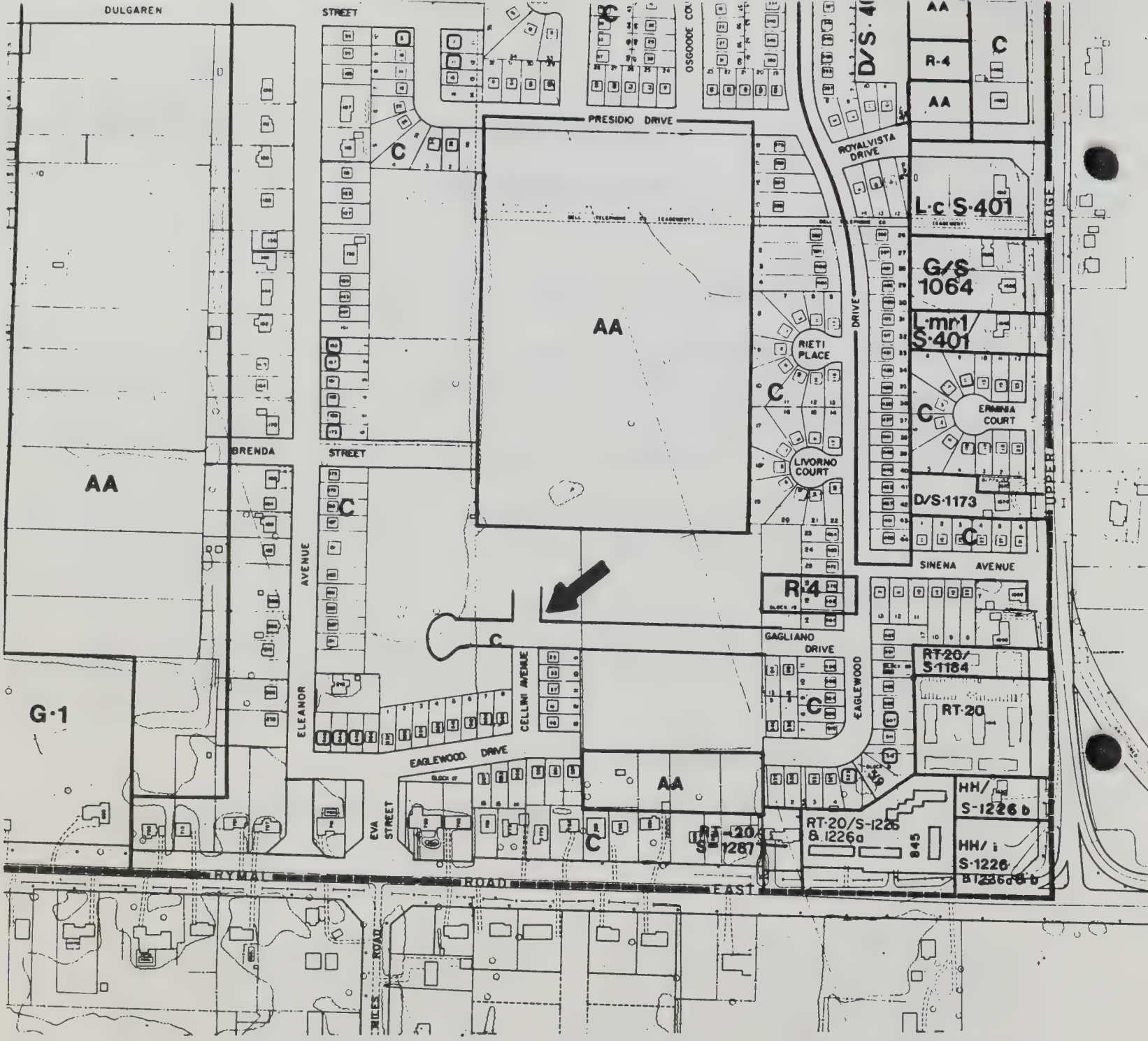
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The intersection of Gagliano and Cellini is a new four-leg intersection in the Eleanor neighbourhood. Departmental policy is to erect two-way stop control at all four-leg intersections of two-way streets. Therefore, since Gagliano dead ends west of Cellini, staff recommends that eastbound and westbound traffic or Gagliano be required to stop for northbound and southbound on Cellini.

CVB/MH/klk



118	112	110
19	43	129

CITY OF HA

2(b)(ii)(a-d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 17
File No. TEC-198-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of East 5th Street and Empress Avenue - Intersection Control

RECOMMENDATION:

That northbound traffic on East 5th Street be required to stop for eastbound and westbound traffic on Empress Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Susan Seager, 115 Empress Avenue, that stop control be implemented at the intersection of East 5th and Empress. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on East 5th be required to stop for eastbound and westbound traffic on Empress.

CVB/MBH/ab


INVERNESS AVENUE EAST
INVERNESS
AVE W
JAMES
UPPER
WAVE AVENUE
BUCHANAN STREET
C
BELAIR DRIVE
SKYLAND DRIVE
PARK DRIVE
BRUCE
DUFF STREET
CHURCHILL AVENUE
QUEENSDALE PUBLIC SCHOOL
QUEENSDALE AVENUE
QUEENSDALE AVE W
QUEENSDALE AVENUE EAST
QUEENSDALE
H
GEORGE
EMPRESS AVENUE
NTDALE AVENUE
MILLEN AVENUE
PRINCE STREET
FOURTH ST EAST
BRUCE PARK
BRUCEDALE AVENUE
BRUCEDALE AVENUE EAST
BRUCEDALE
AVENU
CEDALE AVE W
DE-3/S-911
1/3-1254
C
PARKING AREA
ST THOMAS MORE SCHOOL
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
SEE STREET
JAMES
E
135
SAINTS PETER & PAUL SEPARATE SCHOOL
FENNELL AVENUE EAST
AVE W
FIFTH STREET
UPPER
D
DRIVE
AVE
WELBOURN

Z(B)(ii)(a)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 14
File No. TEC-197-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Denten Street and Loyalist Drive - Intersection Control

RECOMMENDATION:

That westbound traffic on Denten Street be required to stop for northbound and southbound traffic on Loyalist Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

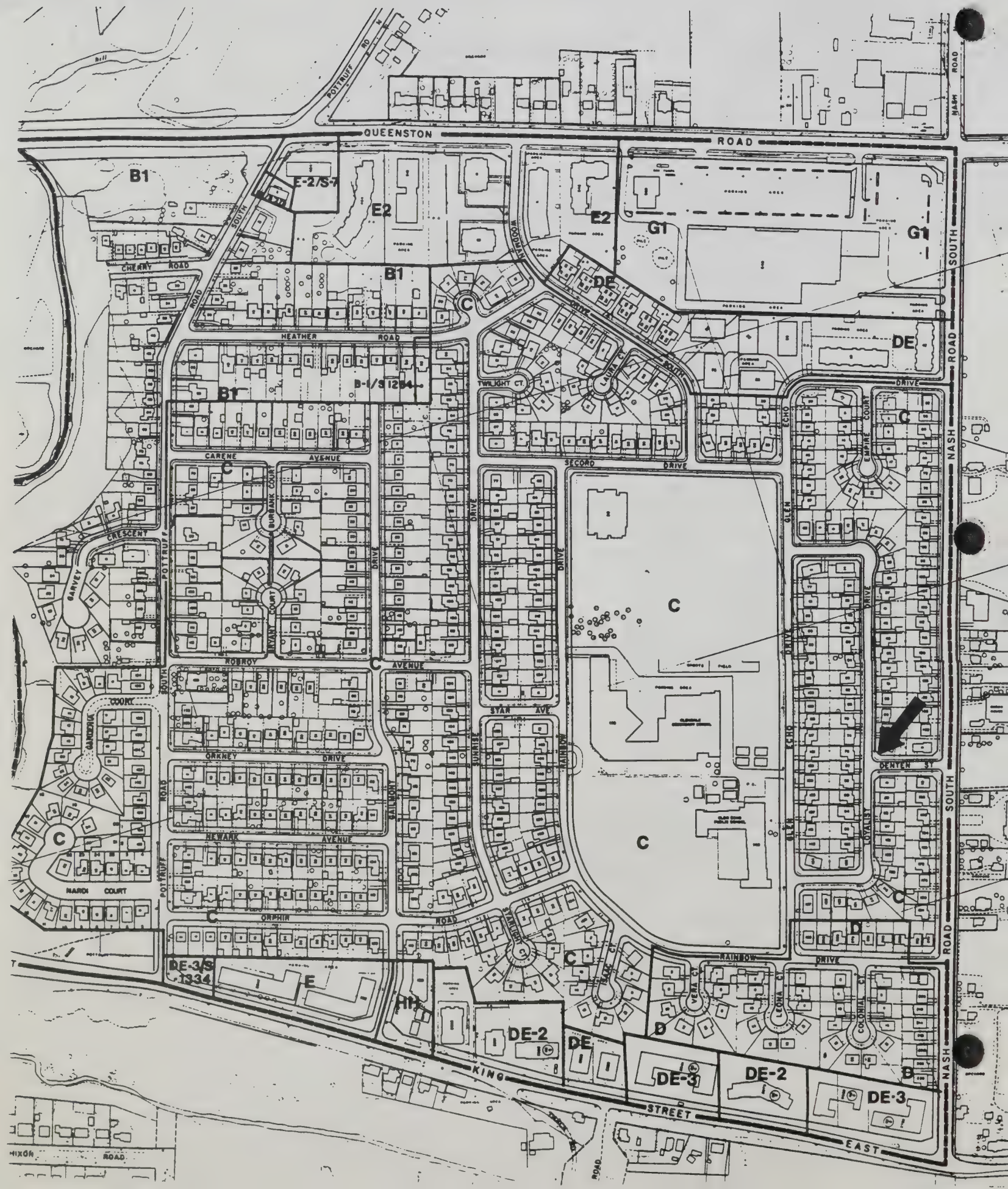
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Richard Dawson, 74 Loyalist Drive, that stop control be implemented at the intersection of Denten and Loyalist. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that westbound traffic on Denten be required to stop for northbound and southbound traffic on Loyalist.

CVB/MBH/klk


QUEENSTON ROAD
POTTRUFF RD
NASH ROAD
B1
E-2/S-7
E2
G1
DE
C
HEATHER ROAD
B-1/S1234
CHERRY ROAD
SOUTH ROAD
WOODMAN DRIVE
TWILIGHT CT.
SECORD DRIVE
ECHO DRIVE
EMPIRE COURT
CARENE AVENUE
BURBANK COURT
IVAN COURT
CRESCENT
GARVEY
POTTRUFF ROAD
ROBROY AVENUE
COOKE COURT
GARDENIA
ORKNEY DRIVE
NEWARK AVENUE
NARDI COURT
ORPHIN ROAD
SUNRISE DRIVE
STAN AVE
RAINBOW DRIVE
GLEN DRIVE
LOYALIST DRIVE
DENTON ST
VERA CRES
LEONA CRES
COLONIAL CT
DE-3/S-1334
E
HI
DE-2
DE-3
KING STREET EAST
NIXON ROAD

2 (Brigade)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 3
File No: TEC-212-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Brigade Drive and Perthshire Court - Intersection Control

RECOMMENDATION:

That southbound traffic on Perthshire Court be required to stop for eastbound and westbound traffic on Brigade Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

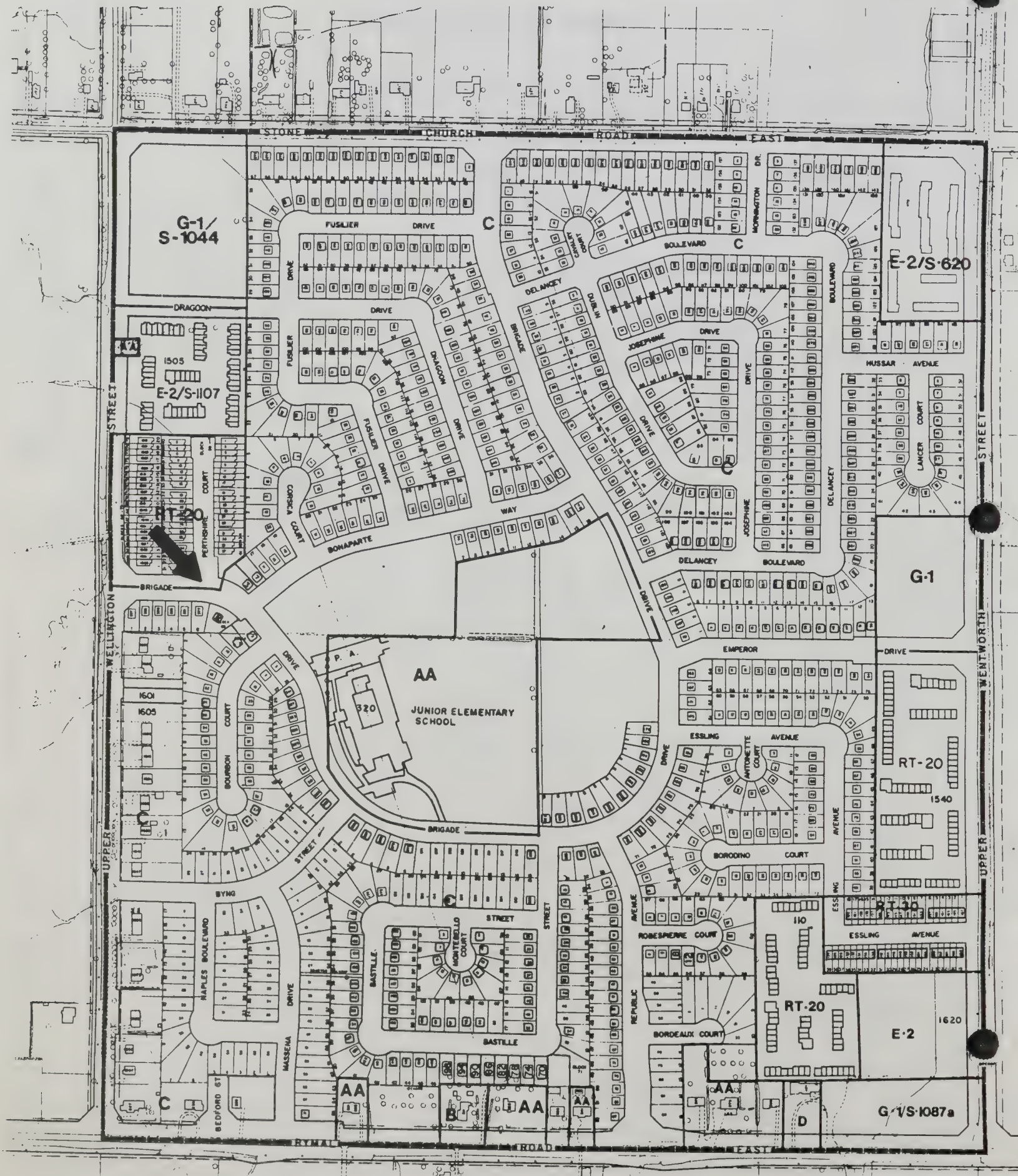
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff have reviewed several safety concerns in the Barnstown Neighbourhood brought forwarded to Aldermen Henry Merling and Terry Anderson, by a Committee of the Neighbourhood. During the review it was noted that the "T" type intersection of Brigade and Perthshire does not have any intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Perthshire be required to stop for eastbound and westbound traffic on Brigade.

ERA/MBH


STONE CHURCH ROAD EAST
G-1/
S-1044
FUSILIER DRIVE
DRAGOON DRIVE
BRIGADE WAY
DELANCEY BOULEVARD
MORNINGTON DR.
E-2/S-620
HUSSAR AVENUE
1505
E-2/S-1107
STREET
RT-20
PERTHSHIRE COURT
COMSKA COURT
BONAPARTE
G-1
EMPEROR DRIVE
WELLINGTON
AA
JUNIOR ELEMENTARY SCHOOL
320
P. A.
1601
1605
BOURBON COURT
ESSLING AVENUE
ANTOINETTE COURT
BORODINO COURT
RT-20
1540
UPPER WENTWORTH
BYNG STREET
NAPLES BOULEVARD
MASSENA DRIVE
BASTILLE STREET
MONTEBELLO COURT
ROBESPIERRE COURT
REPUBLIC AVENUE
110
BORDEAUX COURT
E-2
1620
BEDFORD ST
B
D
G-1/S-1087a
RYMAL ROAD EAST

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 21
File No. TEC-202-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Graystone Drive and Glenvale Drive - Intersection Control

RECOMMENDATION:

That southbound traffic on Graystone Drive be required to stop for eastbound and westbound traffic on Glenvale Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

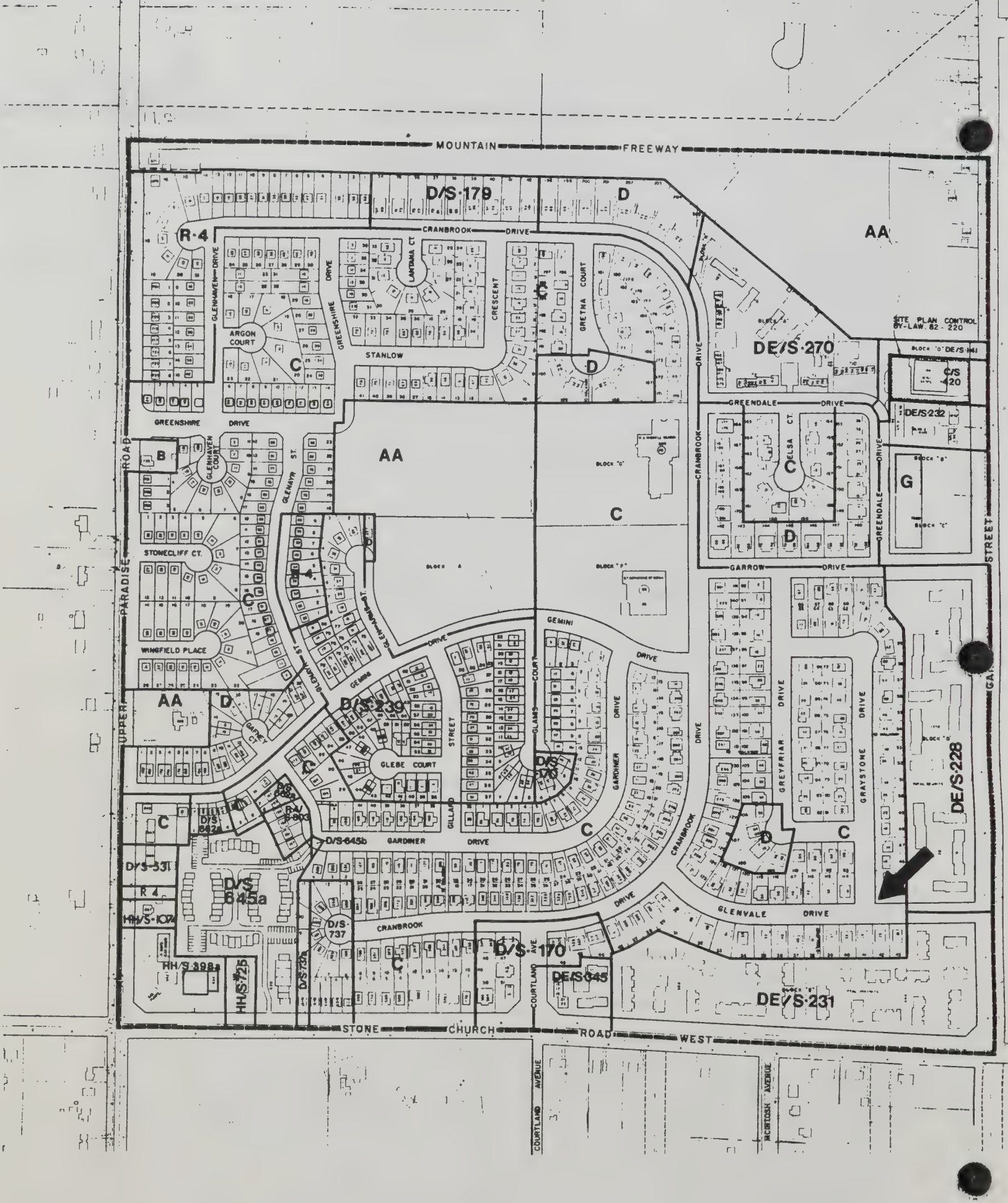
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Agnus McFatter, 30 Graystone Drive, that stop control be implemented at the intersection of Graystone and Glenvale. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Graystone be required to stop for eastbound and westbound traffic on Glenvale.

CVB/MBH/ab


MOUNTAIN FREEWAY
D/S-179
CRANBROOK DRIVE
R-4
GLENHAVEN DRIVE
GREENSHIRE DRIVE
ARGON COURT
LANTANA CT.
GRETNA COURT
STANLOW
AA
DE/S-270
SITE PLAN CONTROL BY-LAW 82-220
C/S 420
DE/S 232
GREENDALE DRIVE
CELSA CT.
GARROW DRIVE
GLENAYR ST.
STONECLIFF CT.
WINGFIELD PLACE
GEMINI DRIVE
GLEN ANNA ST.
GLEBE COURT
GLAMIS COURT
GARDINER DRIVE
GILLARD STREET
D/S 239
D/S 645a
D/S 645b
D/S 737
D/S 730
D/S-170
DE/S 345
DE/S-231
DE/S-228
GREYFRIAR DRIVE
GRAYSTONE DRIVE
GLENVALE DRIVE
HH/S-107
HH/S-398a
HH/S-725
STONE CHURCH ROAD WEST
COURTLAND AVENUE
RICHMOND AVENUE
UPPER PARADISE ROAD

2(B)(ii)(a)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 5
File No. TEC-153-95 Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 91 Peter Street South - Amendment to a Residential Boulevard Parking Agreement.

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as instrument no. 63943 C.D. to the property at No. 91 Peter Street be amended, at the property owner's expense, to allow two vehicles to be parked on the City road allowance; and

b) That the City Solicitor be directed to process the documents in relation to the amendment of this agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay $20.00 to the City annual for insurance and administrative costs.

BACKGROUND:

In 1977, staff approved an application by the owner of the property at No. 91 Peter Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1977 September 8.

The owner of the property has now requested that the existing agreement be amended to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Virtually all of the front yard was paved several years ago such that the "50 percent landscaping by-law" is not applicable in this case. Therefore, staff concurs with this request.

CVB/MH/ca

c.c. P. Noé Johnson, City Solicitor


D
A/S·450
YORK STREET PARK
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-013
S·1043
A/S·450
MCNEIL
FLORENCE STREET
NORTH
H/S·745
H/S·831
H/S·481
D
PETER STREET
E/S·450
H/S·745
D/S·450
ZION UNITED CHURCH
NAPIER STREET
LOCKE STREET
PEEL STREET
WELLESLEY ST.
PEARL STREET
NORTH
E/S·333
MORDEN STREET
ERSKINE PRESBYTERIAN CHURCH
J
PARKING AREA
MARKET STREET
D
H
KING STREET WEST
RAY
MOUNT ST. JOSEPH CENTRE
H/S·885
SOUTH
E
GEORGE STREET
SOUTH
GRAND LODGE
SCOTTISH
H
D
NELSON STREET
E
D/S 1139

2(B)(ii)(a)i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 5
File No. TEC-154-95 Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 6 Somerset Avenue - Discharge of Two Residential Boulevard Parking Agreements.

RECOMMENDATION:

a) That the two existing residential boulevard parking agreements registered as Instrument nos. 170759 and 13448 C.D. to the property at No. 6 Somerset be discharged, at the property owner's expense; and

b) That the City Solicitor be authorized and directed to process the documents in relation to the discharge of these agreements; and

c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay $20.00 to the City annually for insurance and administrative costs.

BACKGROUND:

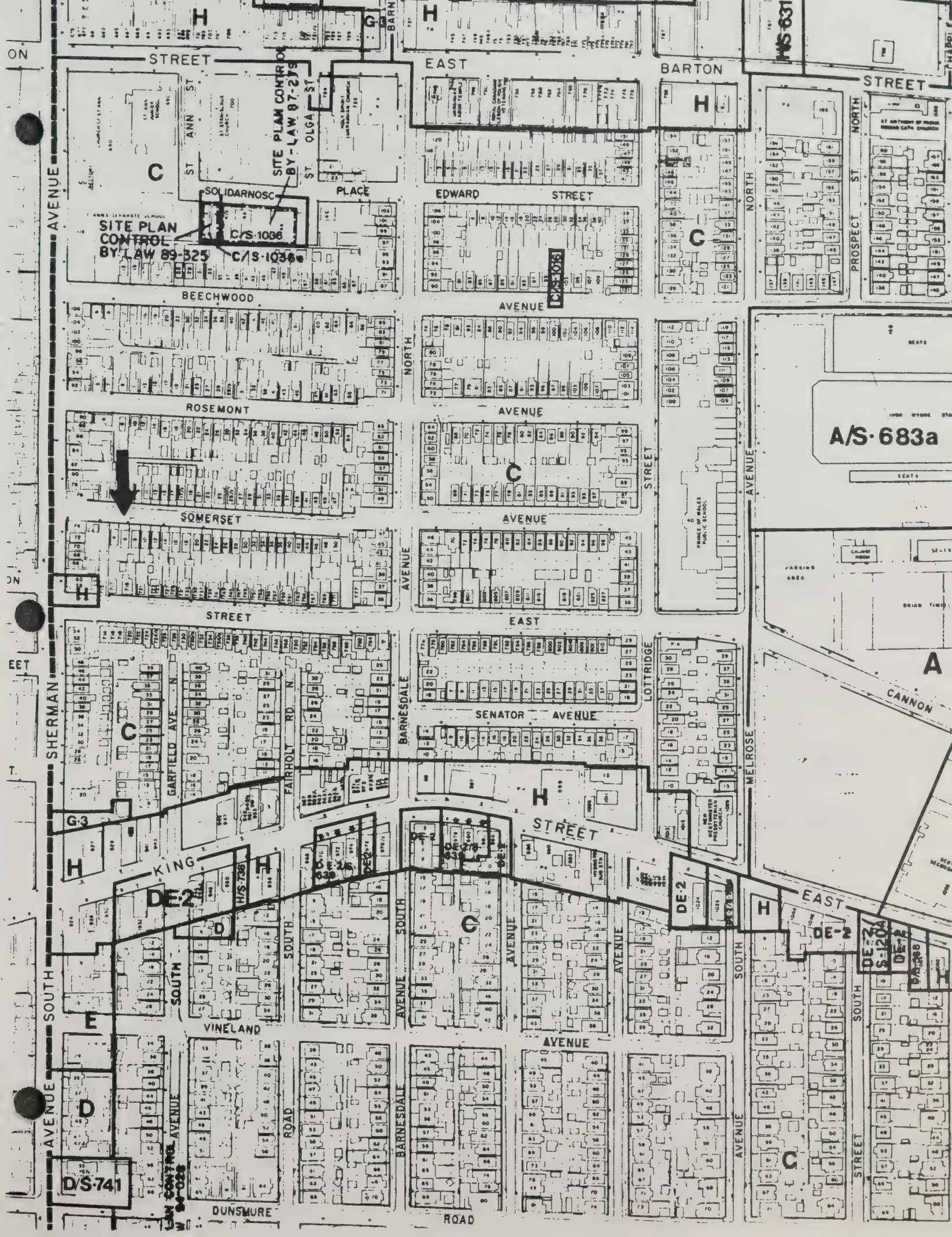
In 1976, staff approved an application by the owner of the property at No. 6 Somerset Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1976 June 2.

In May of 1992, the homeowner asked staff to widen his driveway approach ramp to accommodate two vehicles. Upon checking the files, it was noted that there was no record of an existing agreement for boulevard parking at this address. Thus, staff mailed out agreements that would allow one boulevard parking space since the applicant did not meet the requirements for two spaces at that time. However, the homeowner registered this agreement on 1993 December 01, resulting in two agreements being registered allowing for the same boulevard parking space.

The owner of the property has now requested that the two existing agreements be discharged, so that he may enter into a new agreement to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles since the applicant has since purchased a smaller vehicle which will fit into this space. The entire front yard was hard surfaced over ten years ago, thus the "50 percent landscaping by-law" is not applicable. Therefore, staff concurs with the request.

CVB/MH/ca

c.c. P. Noé Johnson, City Solicitor


STREET
EAST
BARTON
STREET
AVENUE
SITE PLAN CONTROL BY-LAW 87-279
SOLIDARNOSC
C/S-1036
SITE PLAN CONTROL BY-LAW 89-325
C/S-1036
PLACE
EDWARD
STREET
C/S-1036
BEECHWOOD
AVENUE
NORTH
PROSPECT ST
NORTH
ROSEMONT
AVENUE
A/S-683a
SOMERSET
AVENUE
STREET
AVENUE
STREET
EAST
SENATOR
AVENUE
LOTTRIDGE
BARNESDALE
AVENUE
SHERMAN
AVENUE
SOUTH
GARFIELD AVE. N.
FAIRHOLT RD. N.
MELROSE
AVENUE
CANNON
KING
STREET
EAST
H/S-738
DE-2
DE-2
DE-2
DE-2
DE-2
SOUTH
AVENUE
SOUTH
AVENUE
SOUTH
AVENUE
SOUTH
VINELAND
AVENUE
D/S-741
DUNSMURE
ROAD
BARNESDALE
AVENUE
ROAD
AVENUE
SOUTH
STREET

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 June 27
File No. TEC-180-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Application to Lease a Portion of the Boulevard of St. Clair Avenue adjacent to No. 712 Main Street East, for Parking Purposes - Hamilton Regional Indian Centre

RECOMMENDATION:

That the application of Marie Kachmarsky of the Hamilton Regional Indian Centre, 712 Main Street East, to lease a portion of the boulevard of St. Clair Avenue, adjacent to No. 712 Main Street East, be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $60.82 per space per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

ii) the owner pays a one-time $50.00 registration fee, as approved by the City Council on 1986 January 14.

iii) the owner pays a one-time $214.00 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12.

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

v) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense.

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $242.84 per year.

BACKGROUND:

Marie Kachmarsky of the Hamilton Regional Indian Centre, 712 Main Street East, has applied for permission to lease a portion of the road allowance of St. Clair Avenue adjacent to the commercial property at No. 712 Main Street East to park six vehicles.

The application has been reviewed by staff, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to staff as well as a cheque in the amount of $514.72 which represents the first annual leasing fee ($259.84 including G.S.T.) and encroachment insurance ($10.00), as well as the one-time registration fee ($50.00) and one-time processing fee ($194.88 including G.S.T.). These fees are based on 1994 rates which were in place when the application for boulevard parking was received.

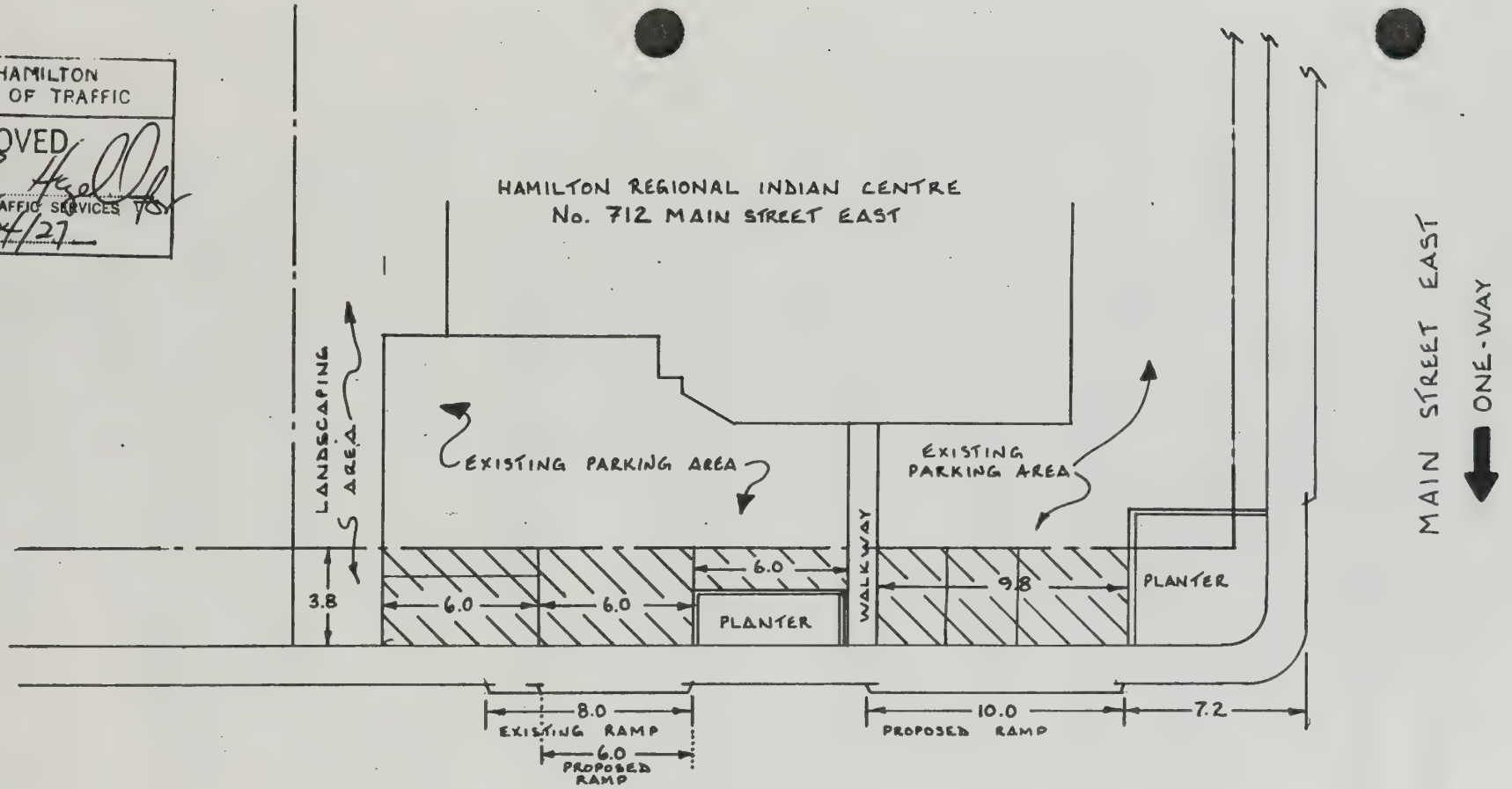
Although this property is located in the St. Clair Avenue Heritage Conservation District Plan, the Local Architectural Conservation Advisory Committee did not object to side yard parking for this property.

CVB/MBH/klk

c.c. P. Noé Johnson, City Solicitor

CITY OF HAMILTON
DEPARTMENT OF TRAFFIC
APPROVED
DIRECTOR OF TRAFFIC SERVICES
DATE 95/04/27

SCHEDULE "B"



REQUIRED PRECAST CONCRETE CURBS

AREA FOR PARKING OR LOADING
(MUST BE HARD-SURFACED) .

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

SCALE: 1:200 DIMENSIONS IN METRES

THIS IS NOT A PLAN OF SURVEY

2(B)(ii)(a)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 July 18
File No. TEC-200-95 Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 77 Homewood Avenue - Amendment to a Residential Boulevard Parking Agreement.

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 363696 C.D. to the property at No. 77 Homewood Avenue be amended, at the property owner's expense, to allow two vehicles to be parked on the City road allowance; and

b) That the City Solicitor be directed to process the documents in relation to the amendment of this agreement.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay $20.00 to the City annual for insurance and administrative costs.

BACKGROUND:

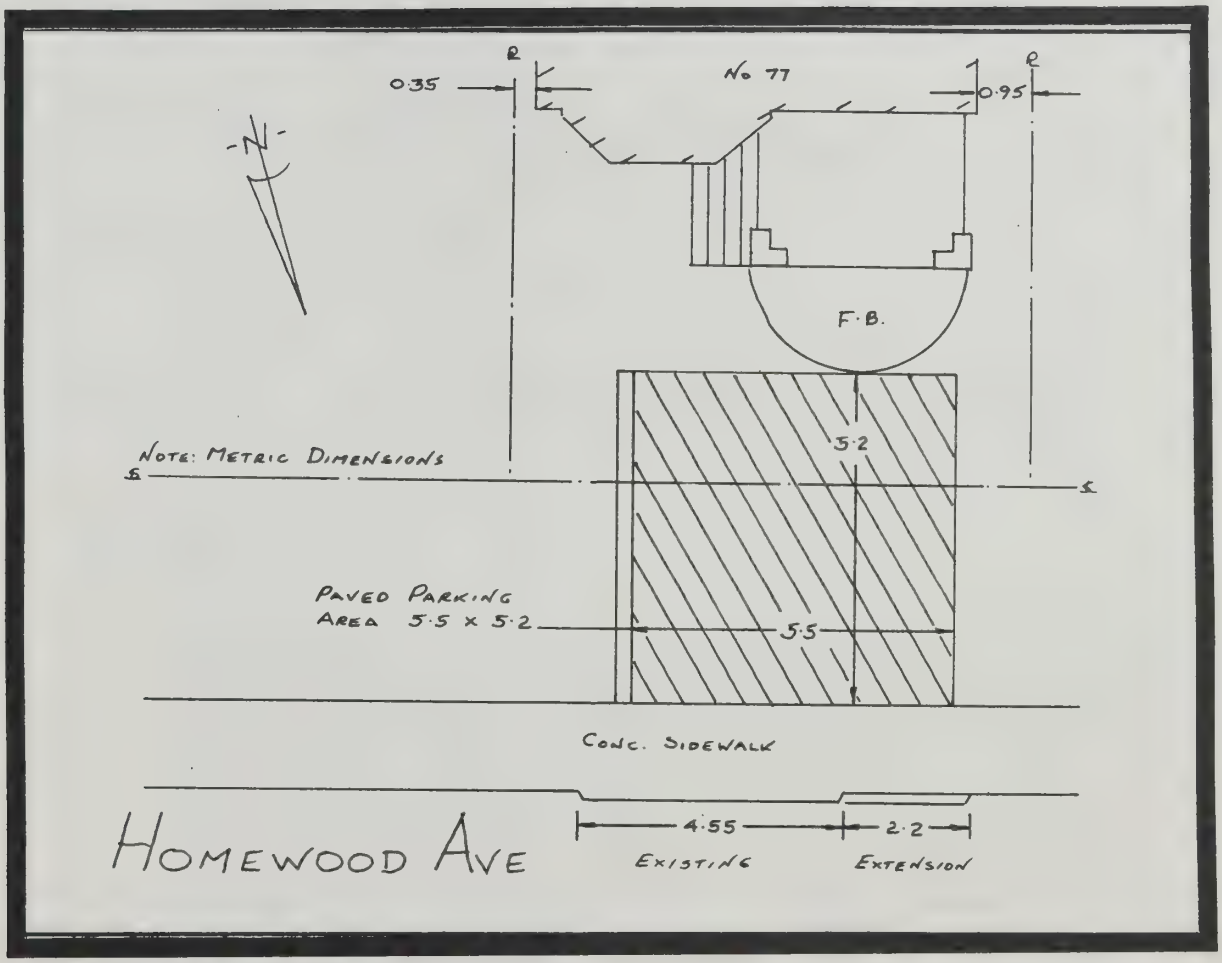
In 1986, staff approved an application by the owner of the property at No. 77 Homewood Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1986 August 5.

The owner of the property has now requested that the existing agreement be amended to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Virtually all of the front yard was paved several years ago such that the "50 percent landscaping by-law" is not applicable in this case. Therefore, staff concurs with this request.

CVB/MBH/ab

c.c. P. Noé Johnson, City Solicitor

SCHEDULE "A"



THIS IS NOT A PLAN OF SURVEY

APPROVED Chris van Berkel
COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

DATE 1995 July 20

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Easement)/Authority to Enter - Part of 26 Ewen Road, Hamilton - Sale to Union Gas Limited

RECOMMENDATION:

(a) That an Offer to Purchase (Easement) for the installation and maintenance of an underground natural gas pipeline, executed by Union Gas Limited (J.R. Anderson, Vice-President), on 1995 August 8 and scheduled to close on or before 1995 October 5, for the lands being part of Lot 55, Concession 1, in the former Township of Ancaster, now in the City of Hamilton, being a parcel of land having dimensions of 7.657 metres (25.12 feet) more or less, along the western limit of Part 1 on Plan 62R-13242, by 3.77 metres (12.37 feet) more or less, along the northern limit of Part 1 on Plan 62R-13242, comprising an area of 28.82 square metres (310.20 square feet) more or less, also shown as the northern half of Part 4 on Plan 62R-6555, known municipally as part of 26 Ewen Road, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $1,240. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(b) That the required deposit cheque in the amount of $124. be held by the City Treasurer pending Council approval; and,

(c) That an Authority to Enter executed by Union Gas Limited on 1995 August 8, for the lands being part of Lot 55, Concession 1, in the former Township of Ancaster, now in the City of Hamilton, being a parcel of land having dimensions of 7.657 metres (25.12 feet) more or less, along the western limit of Part 1 on Plan 62R-13242, by 3.77 metres (12.37 feet) more or less, along the northern limit of Part 1 on Plan 62R-13242, comprising an area of 28.82 square metres (310.20 square feet) more or less, also shown as the northern half of Part 4 on Plan 62R-6555, known municipally as part of 26 Ewen Road, Hamilton, be approved; and,

(d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(e) That in accordance with Real Property Sales Procedural By-law No. 95-049,

(i) satisfactory Notice has been given to the public of the intended sale;

(ii) no appraisal of the fair market value of the property being sold was obtained as the lands are exempt from this requirement,

(iii) the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $1,240. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

In compliance with the Real Property Procedural By-law No. 95-049, please be advised that:

(a) on 1995 March 14, City Council approved Item 6 of the 8th Report of the Planning and Development Committee declaring the subject lands surplus to the requirements of the City;

(b) that in accordance with the approved Methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, the Director of Property has placed a "For Sale" sign on the subject property which included the City's name and telephone number on the 27th day of March 1995, to inform the public that the City intends to sell the said subject lands;

(c) the sale of the subject lands are not subject to a formal appraisal as the subject lands are of a class ("Lands to be used for sites for the establishment and carrying on of industries and of industrial operations and incidental uses") exempted by Item 7d)(ii) of By-law No. 95-049, but the sale price falls within a range of value which has been determined by comparison to other market sales in the area.

The subject comprises a 7.657 metre (25.12 feet) by 3.77 metre (12.37 feet) easement over a parcel of industrial zoned land, surplus to the requirements of the City. The City approved on 1995 June 27 the sale of a 7.867 metre (25.81 feet) by 28.865 metre (94.701 feet) parcel located at 28 Ewen Road, to Union Gas for the relocation of a natural gas pipeline. Union Gas later requested the opportunity to purchase the subject easement on the abutting lands to complete the relocation link. As there is some urgency in commencing construction to ensure the continued supply of natural gas to the residents of west Hamilton, Union Gas has requested permission to enter onto the subject lands before closing. The northern half of 28 Ewen Road is required by the Region for a road link to the Hamilton Regional Conservation Authority's "Hamilton Jerseyville Rail Trail". A separate recommendation will deal with the Regional purchase.

VDP/nw

c.c. Alderman M. Kiss, Alderman, Ward 1

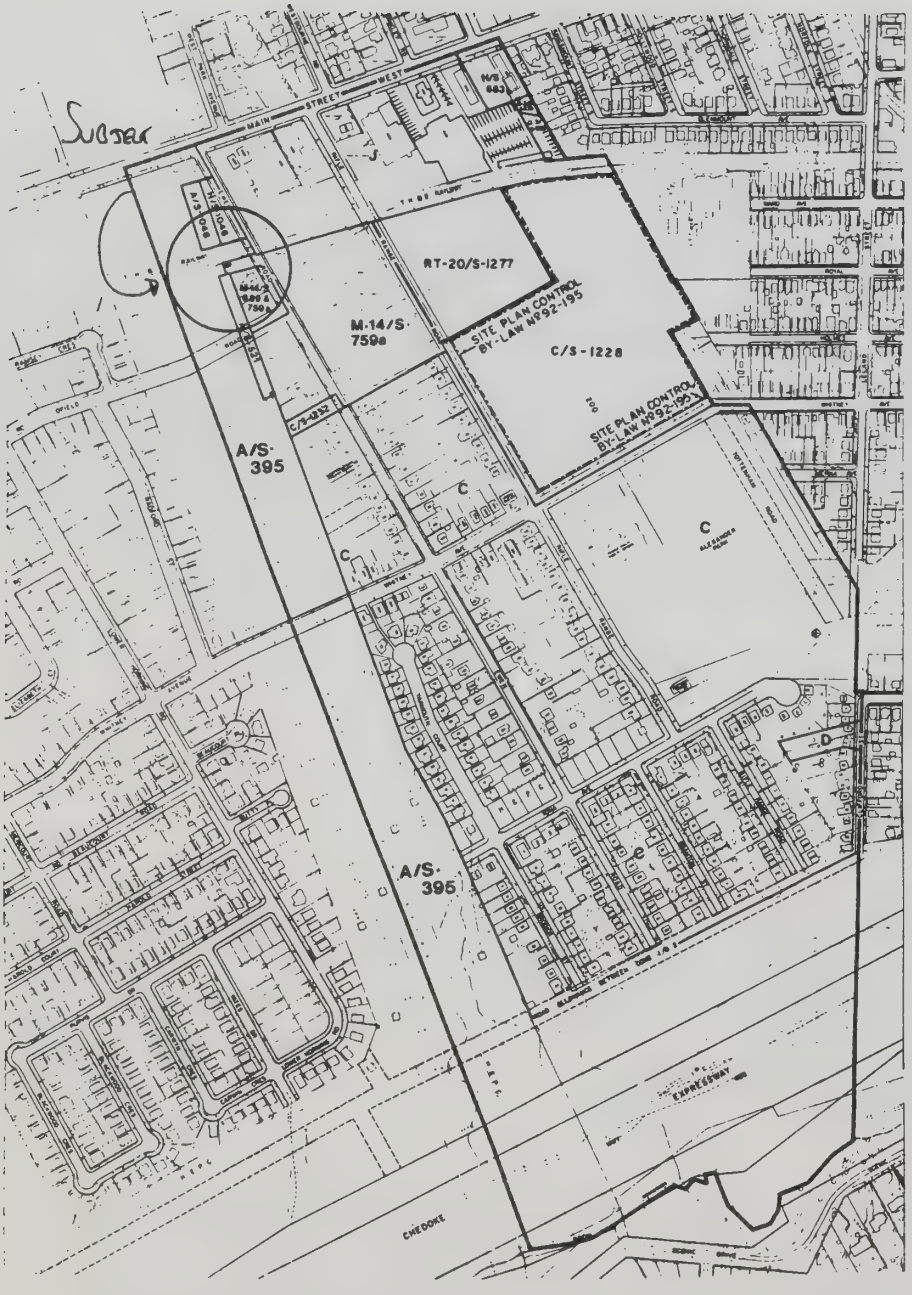
Alderman M. Caplan, Alderman, Ward 1

P. Noé Johnson, City Solicitor
Attention: Jennifer Lessing

Allan C. Ross, Treasurer

C. Bandurka, Property Clerk, Surveys

(1.3.157)



3 / 29 / 4 / 1 / 2 / 163 / 28	CITY OF HAMILTON
This is not a Legal Document For Zoning Verification Please Contact City Building Department.	AINSLIE WOOD ZONING
Neighbourhood Boundary / Zoning Boundary	SCALE
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING and UD 6902 — PAGE NO 1

CITY OF HAMILTON

- RECOMMENDATION -

2(DXi)

DATE: 1995 July 31
T103-50 (1187) M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Advertent Encroachment Agreement
401 MacNab Street North
(R-95-48)

RECOMMENDATION:

a) That the application of J.R. Ferreira and M.E. Ferreira, owners of 401 MacNab Street North, to erect and maintain the encroachment of a balcony measuring 3.96m x 0.57m and steps measuring 1.32m x 0.76m onto the road allowance of MacNab Street, be approved during the pleasure of Council, provided

   i) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

   ii) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

   iii) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

E. Gill
pp: E. M. Gill, P. Eng.

cont'd...

July 31, 1995

BACKGROUND:

An application has been received from J.R. Ferreira and M.E. Ferreira, owners of 401 MacNab Street North, to erect a balcony measuring 3.96m x 0.57m and steps measuring 1.32m x 0.76m onto the road allowance of MacNab Street.

As the owners have paid the appropriate fees and as Council has approved these types of encroachments in the past, this Department has no objection to the placement of these objects on the road allowance.

MJP:
cc: A. Ross, City

2(D)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 3
T103 23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Road Closures for
Aquafest July 23 and 24, 1995

(R-95-49)

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in permitting the application of The Regional Municipality of Hamilton-Wentworth, to temporarily close the following City streets on Saturday July 23, 1995 from 9:00 am to 10:00 pm and on Sunday July 24, 1995 from 9:00 am to 8:00 pm;

Bay Street North from Burlington to Guise
MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Guise
Mary Street North from Burlington to Guise
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay to Ferguson
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

be approved, provided that;

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

Cont'd...

ii) That the applicant provide a certificate of insurance evidencing $2,000,000 public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability.

iii) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

iv) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

v) That all barricading be supplied by and at the expense of the applicant;

vi) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Director of Public Works and Traffic;

vii) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer;

viii) That no property owner or resident within the barricaded area be denied access to their property upon request;

xi) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. Gill, P. Eng.

Cont'd...

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application was received from The Regional Municipality of Hamilton-Wentworth, to temporarily close the following City streets on Saturday July 23, 1994 from 9:00 am to 10:00 pm and on Sunday July 24, 1994 from 9:00 am to 8:00 pm;

Bay Street North from Burlington to Guise
MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Guise
Mary Street North from Burlington to Guise
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay to Ferguson
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

This is an annual event in the City attracting thousands of people to the waterfront area. The event will provide a multitude of attractions including speed boat races, a midway, various craft tents, civil war re-creationists and antique cars.

Regional Police Services provided 9 officers for traffic control each day at a total cost of $8,208. This amount was drawn from the Regional account for special events. The Public Works and Traffic Services Department provided "Temporary Road Closure" signs at a total cost of $1350. This amount was paid for by the applicant.

Since this is an annual event in the City and all detour and safety regulations were provided this Department was in favour of the event.

JKC:

Z(D)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 10
S708-68, S609-01

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City land into various streets by By-Law. (R-95-51)

RECOMMENDATION:

a) That the following City land be incorporated into various streets:

Upper Paradise Road	Block 69	Plan 62M-747
Hawkswood Trail	Block 75	Plan 62M-747

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

per: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Incorporating certain City land into various streets by By-Law. (R-95-51)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Upper Paradise Road	Block 69, 62M-747	N/A	To facilitate legal access to Highridge South Phase 2, Plan 62M-768	S708-68
Hawkswood Trail	Block 75, 62M-747	N/A	To facilitate legal access to Highridge South Phase 2, Plan 62M-768	S708-68

KW KL:ljm
encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 75 ON PLAN 62M-747
INTO HAWKSWOODTRAIL

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Hawkswood Trail by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Hawkswood Trail.

   All of Block 75, Plan 62M-747.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 69, PLAN 62M-747 INTO UPPER PARADISE ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Artistic Boulevard by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Paradise Road.

   All of Block 69, Plan 62M-747.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk

Mayor

2(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 16

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date
1995 July 5	Ted Gill Senior Director of Roads Department	Part Time Turn Prohibition James Mountain Road to Markland Street	1995 July 6
1995 July 4	Doug Lobo, Commissioner of Public Works and Traffic	Weed Spraying in Street Gutters	1995 July 6
1995 June 20	Allan C. Ross Treasurer	Canada/Ontario Infrastructure Projects	1995 July 6
1995 July 6	MOEE (Ministry of Environment and Energy)	Public Meeting and Request for on MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment	1995 July 12
1995 July	Ontario Good Roads Association	News Bulletin No. 27	1995 July 26
1995 July 17	P. J. Halliday, Senior of Environmental Services	Site Specification Permit Application for a Provisional Certificate of Approval No. A841089 for Transformer and Switchgear Services Company Ltd.	1995 July 26
1995 July	Ontario Good Roads Association	News Bulletin No. 28	1995 August 1
1995 July 10	M.C.J. Watson, Manager Real Estate Division, Property Department	City Reserve Property - Somerset Survey Plan 431, Alley bounded by Cannon Street East, Somerset Avenue and Barnsdale Avenue North Metal Enclosure in City Alley Lease Agreement - Flaherty Mfg. Ltd.	1995 August 1
1995 August 2	Doug Lobo, Commissioner of Public Works and Traffic	White-Washing Human Figures on on City Walkways	1995 August 2
1995 July 7	Doug Lobo, Commissioner of Public Works and Traffic	Insect Infestation in Urban Tree Population	1995 August 16
1995 July 12	Doug Lobo, Commissioner of Public Works and Traffic	Garbage Pick-up in Alleyways in the Downtown Core	1995 August 16

Kevin C. Christenson, Secretary
1995 August 21

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1995

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

NOTICE OF MEETING

URBAN MUNICIPAL

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 September 18
9:30 o'clock a.m.
Room 233, City Hall

SEP 15 1995

GOVERNMENT DOCUMENTS

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Payment for Driveway after Tree Removal
   Mr. Dorman, 211 Fairleigh Avenue

   (b) Removal of the City tree - Dr. S. Psarakis, 20 Fairleigh Crescent

   (c) Recovery of Servicing Costs on Fieldway Drive adjacent to lands of Regal Castle Developments Inc. - 870 Upper Wentworth Street, Hamilton

   (d) No. 183 Emerald Street South
   Request to Remove a Reserved "Permit Parking" Space
   Ms. Anna Mori and Mr. Paul Hamner

   (e) "Smartpark" - Mr. P. Baker, Hamilton Parking Authority (copy to follow)

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

PUBLIC WORKS DIVISION

(a) Garbage Collection in the Alleyways Serving King Street from James to Wellington

(b) Sewer Street Tree Program - Update

(c) King William Street from Catharine Street to Victoria Avenue (no copy) Proposed Reconstruction

4. **CITY ENGINEER**
(Commissioner of Transportation/Environmental Services)

Hotz Environmental Services Inc.
Application for a Provisional Certificate of Approval for a Waste Disposal Site, 239 Lottridge Street North, Hamilton

5. **CITY COUNCIL REFERRAL**

Intersection Control - Britannia Avenue and Tolton Avenue
(Referred back by City Council - 1995 August 29

6. **MAYOR R. M. MORROW**

Canadian Soft Drink Association
1994 Packaging Stewardship Annual Report
Multi-Material Recovery Programs

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
5.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back
6.	Metro Mobile Escort Service	1995 August 21	City Solicitor	Report Back
7.	Warren Avenue - Construction Deficiences	1995 August 21	Commissioner Transportation/ Environmental Services	Rpeort Back

Kevin C. Christenson, Secretary
1995 September 18

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 12

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Replacement of Driveway after Tree Removal - 211 Fairleigh Avenue South**

RECOMMENDATION:

That the City of Hamilton not pay for or participate in any cost share program for the replacement of the driveway located at 211 Fairleigh Avenue South.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

On August 19, 1995 Department of Public Works and Traffic, Streets Division, Forestry Section staff removed a 45" in diameter, Silver Maple tree which was in a state of decline and affecting the property owners driveway, sidewalk and foundation.

A mutually agreed solution between the property owner, City representatives and the ward aldermen was struck to remove the tree and any repairs to the driveway would be at the responsibility of the property owner.

Previously an estimate was submitted by a private contractor on June 6, 1995 to replace the driveway with concrete at a cost of $2,960.00 plus G.S.T.

BACKGROUND:

Forestry Section staff are of the opinion that the driveway is extremely deteriorated due to old age, and that no damage to the driveway was caused by City staff during the removal of the tree, nor was the driveway damaged by tree roots.

As the removal of the tree was considered a permanent solution, the City should not at this time participate in any driveway replacement options.

RG/rb

c.c. Mayor Morrow
c.c. Alderman D. Drury
c.c. Alderman B. Morelli
c.c. J. G. Pavelka, Chief Administrative Officer
c.c. P. Noé Johnson, City Solicitor
c.c. C. Firth-Eagland, Manager of Streets & Sanitation
c.c. J. Pook, Horticulturist

I (6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Removal of the City Tree - 20 Fairleigh Crescent**

RECOMMENDATION:

That the 40" in diameter, multi-stem, Silver Maple tree located on the City road allowance at 20 Fairleigh Crescent not be removed.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton By-law No. 92-155 Respecting Trees passed by City Council on June 30, 1992; subsection 5(2) does not permit staff to authorize the removal of a healthy public tree. However, subsection 7(2) states that City Council may only under exceptional circumstances approve the removal of a healthy public tree. Further, subsection 10(2) states that if approval to remove is granted the proponent shall pay the City the cost of removing the tree plus the cash value of the tree. The cost to remove is as follows:

Cost to remove:	$1,300.00
Cost to stump:	$ 300.00
Value of tree:	$1,000.00
TOTAL:	**$2,600.00**

BACKGROUND:

On June 11, 1995 the Department of Public Works and Traffic, Streets Division, Forestry Section was contacted about a large tree limb that had fallen on a car owned by Athanasios Psarakis which was parked on the street in front of his neighbour's house at 20 Fairleigh Crescent. Forestry crews removed the branch from the seriously damaged car and trimmed the area of the tree where the branch had fallen.

Previously, Forestry personnel had completed two inspections on the tree using a mobile aerial tower and have advised the tree is safe and does not warrant removal. There did appear to be some carpenter ants in a small trunk cavity which was treated on June 14 and June 20, 1995. On June 29, 1995 the tree was inspected by a Streets Division, Forestry Investigator again using the mobile aerial tower and it was concluded that the tree was in good condition and did not warrant removal.

On July 10, 1995 a single stem was removed over the road as a precaution and the crown of the tree was trimmed and lightened.

Staff have been contacted on numerous occasions by the Psarakis family advising that spraying and trimming of their neighbour's tree was not satisfactory and that the offending tree should be removed.

The property owner from 20 Fairleigh Crescent does not want the tree removed.

It should also be noted that Mr. Psarakis of Fairleigh Crescent has a claim with the City of Hamilton Department of Public Works and Traffic through his insurance company seeking payment of $21,010.05 for the destruction of his automobile, and deductible and rental expenses in the amount of $94.42.

In conclusion, Forestry Section staff have investigated this tree on numerous occasions and have found the tree to be in good condition. The homeowner at 20 Fairleigh Crescent does not want the tree removed unless it is the opinion of the City Horticulturist that the tree is unsafe and should be removed.

RG/rb

c.c. Mayor Morrow
c.c. Alderman Drury, Alderman, Ward 3
c.c. Alderman Morelli, Alderman, Ward 3
c.c. J. G. Pavelka, Chief Administrative Officer
c.c. P. Noé Johnson, City Solicitor
c.c. C. Firth-Eagland, Manager of Streets & Sanitation
c.c. J. Pook, Horticulturist

Sept. T&E

CITY COUNCIL
HAMILTON, CANADA

Alderman Don Drury

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 545-7077 - WARD 3

1995 August 11

Alderman Henry Merling
Chairman and Members of the
Transport and Environment Committee

Dear Chairman & Members:

Dr. Stella Psarakis a resident and property owner of 24 Fairleigh Crescent here in the City of Hamilton would be most interested in attending a meeting of the Transport and Environment Committee to discuss the removal of a tree at 20 Fairleigh Crescent.

During the past several months, the Psarakis family have repeatedly brought the matter of this Silver Maple tree to the attention of the Forestry Department and myself. On several occasions I visited the Psarakis family and viewed the tree first hand.

In June, 1995 a rather large limb broke from the tree and impaled the family car parked in front of 24 Fairleigh Crescent on the street. Fortunately no one was in the car at the time. The car was a total right off as the 24 inch diameter branch (approximately 20 feet long) literally crushed and impaled the driver's seat and roof of the car.

Since then the Psarakis family have collected a variety of different branches which had fallen from the tree during high winds.

The Forestry Department of the City of Hamilton have visited and inspected the tree on several occasions and have taken remedial action in the form of the severance of a large trunk, pruning and spraying.

However, the Psarakis family remains of the opinion that the tree must be removed.

This is the reason I am bringing this matter to the attention of the Transport and Environment Committee.

The next door neighbour at 20 Fairleigh Crescent have discussed the matter with the Forestry Department and do not want the tree removed, unless in the opinion of our staff, it is unsafe. The Forestry Department has deemed the tree safe.

The Psarakis family have contacted Alderman Bernie Morelli and myself and others and to put it bluntly are scared of the tree either falling onto their home or parts of the tree breaking off and injuring their neighbours or themselves.

I would be most appreciative if you would allow Dr. Stella Psarakis an opportunity to address the Committee directly regarding the concerns of her family and herself.

Dr. Psarakis can be contacted at her practice at 681-2344 during the day or at home at 547-4969.

In anticipation of your co-operation, I remain,

Yours truly,

Don Drury
Alderman, Ward 3

DD:jc

c.c. **Mayor Robert M. Morrow**
Alderman Bernie Morelli, Ward 3
Mr. Joe Pavelka, City CAO
Mr. Doug Lobo, Director of Public Works
Mr. Jim Pook City Horticulturalist
Mr. Kevin Christenson, Secretary, Transport & Environment Committee
Dr. Stella Psarakis, 24 Fairleigh Crescent, Hamilton

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 8, 1995
E205-03(H), M.J. Inrig

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: **Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc. 870 Upper Wentworth Street, Hamilton [R-95-41(b)]**

RECOMMENDATION:

a) That the direction of City Council regarding recovery of servicing costs on Fieldway Drive be maintained and that the request by Regal Castle Developments Inc. for exemption from payment of these servicing costs be **DENIED.**

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount previously paid by the City to service the portion of Fieldway Drive adjacent to the lands of Regal Castle Developments Inc. is $ 13,802.90. In accordance with City Council direction that all costs associated with Fieldway Drive be recovered through the mechanism of 1' reserves, staff are recommending as a condition of Condominium Approval that Regal Castle pay their share of servicing costs on Fieldway Drive. Should the developer not be required to pay, then the City would have to absorb the servicing costs.

Cont'd...

Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc., 870 Upper Wentworth Street, Hamilton [R-95-41(b)]

Cont'd...

BACKGROUND:

The Transport and Environment Committee at its meeting held 1995 August 21 tabled Report R-95-41(a) dealing with the recovery of servicing costs on Fieldway Drive adjacent to the lands of Regal Castle Developments Inc. (870 Upper Wentworth Street) to their next meeting to be held 1995 September 18.

In 1978 City Council approved the road pattern for the Bruleville Neighbourhood showing the extension of Fieldway Drive from Millwood Place to the existing portion of Fieldway Drive to the north. At the same time the approved land use designation for this portion of Fieldway Drive was single family residential development along the entire east side. It was the intention of the City, at that time, to have the rear portion of lands at 870 Upper Wentworth Street developed on and serviced from Fieldway Drive under a "C" zoning (single family) designation.

However, land owners at 870 Upper Wentworth Street instead, made application to the City for approval to change the land use designation of their property from single family residential ("C" zoning), in the rear, which would abut Fieldway Drive, to multiple residential development ("E" zoning) for the entire property. The proposed change in zoning would create one multiple residential block abutting both Upper Wentworth Street and Fieldway Drive.

At the time of zoning application the benefit of such a proposal was weighed by both the private land owner and the City with regard to economic and planning considerations, including the fact that as a consequence, this proposal would create a situation whereby the land owner would be required to pay servicing costs on both Upper Wentworth Street and Fieldway Drive as a condition of development application. With the above in mind, it was determined by both parties that a block type of development for this property was the most beneficial use of the land and the land owner's application for a change in zoning was approved.

Now, under the land owner's application for approval to register a Condominium on the lands, it is recommended that all outstanding servicing costs on the portion of Fieldway Drive abutting the subject property be repaid, as it was the City who undertook land acquisition, construction and payment of servicing to establish Fieldway Drive, on behalf of the abutting land owners, in order to expedite development in the area.

Cont'd...

Recovery of Servicing Costs on Fieldway Drive Adjacent to The Lands of Regal Castle Developments Inc., 870 Upper Wentworth Street, Hamilton [R-95-41(b)]

Cont'd...

The City's authority to impose cost recoveries as a condition of condominium approval is found under Section 50(2) of the Condominium Act which notes that the provisions of Section 51(25) of the Planning Act, which apply to Plans of Subdivision, apply with necessary modifications to Plans of Condominium. A municipality is permitted to impose any reasonable conditions that it determines is appropriate. The requirement to pay outstanding servicing costs on Fieldway Drive is consistent with standard subdivision cost recovery policy for block development and City Council's direction to recover all costs associated with Fieldway Drive at the time of development of the abutting lands.

Given the original road pattern and land use designations, it is this Department's opinion that the requirement to pay outstanding servicing costs is reasonable under the circumstances. Therefore, staff are recommending that the Owner's request for exemption from payment of servicing costs on Fieldway Drive be **DENIED**, as it would not be reasonable for the City and ultimately the tax base, to absorb the cost of a road which is normally paid by private development.

The lands of Regal Castle Developments Inc. are located west of Upper Wentworth Street and north of Limeridge Road in the Bruleville Planning Neighbourhood.

MJI:

cc: D. Powers, City Law Department

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 08
File No. TEC-211-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 183 Emerald Street South - Request to Remove a Reserved "Permit Parking" Space

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Emerald Street South commencing at a point 101 feet north of the southerly limit of Emerald Street South and extending to a point 20 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff received a request from Ms. Anna Mori, owner of 183 Emerald Street South, that the existing reserved "Permit Parking" space on the east side of the street in front of her home be removed.

City Council at its meeting held 1995 June 27, approved a request from Mr. Paul Hamner, 180 Emerald Street South, that a reserved "Permit Parking" regulation be implemented on both sides of the street in front of and across from his home since he is disabled. At that time, Ms. Mori's mother who resides at 183 Emerald Street South, agreed to have the

3 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Garbage Collection in the Alleyways Serving King Street from James to Wellington**

RECOMMENDATION:

a) That the Commissioner of Public Works and Traffic be directed to provide a second scheduled pickup of garbage for the alleyways which serve King Street between James Street and Wellington Street.

b) That the second collection day be undertaken on Fridays for a six week trial period commencing September 29, 1995, recognizing that a summary report will be forwarded for the consideration of the Transport and Environment Committee at the end of the trial period.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective it is anticipated that the move to a second collection for these alleyways will result in operational improvements that will reduce costs.

The alleyways in question serve the business and residential community on King Street from James to Wellington, north and south sides. Waste management in these alleys is the most problematic of any area in the community.

Current practice has staff involved with the following waste management efforts in these alleyways.

- once weekly curbside collection

3 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Garbage Collection in the Alleyways Serving King Street from James to Wellington**

RECOMMENDATION:

a) That the Commissioner of Public Works and Traffic be directed to provide a second scheduled pickup of garbage for the alleyways which serve King Street between James Street and Wellington Street.

b) That the second collection day be undertaken on Fridays for a six week trial period commencing September 29, 1995, recognizing that a summary report will be forwarded for the consideration of the Transport and Environment Committee at the end of the trial period.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective it is anticipated that the move to a second collection for these alleyways will result in operational improvements that will reduce costs.

The alleyways in question serve the business and residential community on King Street from James to Wellington, north and south sides. Waste management in these alleys is the most problematic of any area in the community.

Current practice has staff involved with the following waste management efforts in these alleyways.

- once weekly curbside collection

- provision of garbage bins including yearly washing and painting
- weekly collection by open truck to remove loose debris
- delivery of by-law notices and letters respecting compliance issues
- by-law enforcement
- site meetings with property owners and tenants
- daily litter pick up on adjacent streets

The proposed second collection will greatly reduce the ongoing costs for repetitive clean up and enforcement efforts while improving service and creating a more positive civic image in the downtown core.

BACKGROUND:

As part of the Sanitation Division's continuous improvement program, staff are recommending a resolution to the long standing waste management issues in the King Street alleyways through the provision of a second weekly pick up.

It is recommended that this additional collection be provided on Fridays for a six week trial period. The results of this trial will be forwarded to Committee at the conclusion of the six week period.

The alleyways in question have a history of being very difficult to manage from a garbage collection perspective. Civic employees provide once weekly pick up and manual cleaning of loose debris in between collections. The existing condition has been difficult for property owners, tenants and civic staff.

Over the years we have invested considerable time and effort in meetings, letters and by-law enforcement in an effort to resolve the issue. The second collection is seen as the most cost effective method of cleaning the alleyways to reduce health and safety issues and improve our responsiveness to the needs of the downtown core.

CFE/rb

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Sewer Street Tree Program - Update**

RECOMMENDATION:

That the Public Works Department be authorized to continue to fund the Sewer Street Tree Program Account No. CH 56321 60430 recognizing that this account is in overdraft.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

City Council adopted Section 51 of the Tenth Report of the Transport and Environment Committee on August 29, 1995 and in so doing have asked the Region of Hamilton-Wentworth to consider adding the management of all City and Regional Tree Roots in their proposed Sewer Laterals - Ownership and Maintenance plan.

Direction from Regional Council on this issue would dictate any of changes that may have to be made to the City Sewer Street Tree Policy adopted by City Council on June 24, 1986.

With respect to the budget overdraft at present the current budget account CH 56321 60430 is in overdraft ($25,839.38). Since there are approximately $13,000.00 in charges paid out of this account per month, it is reasonable to assume an overexpenditure of $60,000.00 for the current fiscal year to be paid from the Department of Public Works and Traffic overall budget.

This program, upon Council approval, entered into a similar overdraft position of $56,176.53 in 1994.

BACKGROUND:

The number of private properties involved in the Sewer Street Tree Program since 1986 is indicative of the extent of the problem and that the residential sewer infrastructure is in a definite need of re-building. Some older areas of the City in particular are in need of attention.

The Public Works Department, Forestry Section has dealt with this problem on an individual case basis but with no long-term solution or remedy to the problem. It has become clear that demands on this program will continue to escalate annually particularly as there is no incentive or program for property owners to seek a more permanent and environmentally correct solution.

It is envisioned that costs will increase annually to clean this antiquated infrastructure on a limited basis until a more permanent solution to the entire problem can be found. City staff, through its Chief Administrative Officer and Commissioner of Public Works and Traffic have initiated discussions with the Region, through its Chief Administrative Officer and Commissioner of Transportation/Environmental Services and are awaiting direction from Regional Council on the City of Hamilton Council's request.

RG/rb

c.c. J. G. Pavelka, Chief Administrative Officer
c.c. A. Ross, City Treasurer
c.c. P. Noé Johnson, City Solicitor
c.c. C. Firth-Eagland, Manager of Streets & Sanitation
c.c. J. Pook, Horticulturist

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 5
SWE 308-07H V. Sferrazza

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: **Hotz Environmental Services Inc. Application for a Provisional Certificate of Approval No. WCR650089 for a Waste Disposal Site (Processing) 239 Lottridge Street North, Hamilton**

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Hotz Environmental Services Inc. receiving a Provisional Certificate of Approval, Number WCR650089, for a Waste Disposal Site (Processing), located at 239 Lottridge Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City by-Laws are complied with fully;

b) That a copy of this report and the corresponding Council resolution be submitted to the West Central Branch of the MOEE for their consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility operated by the Hotz Environmental Services Inc.;

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Hotz Environmental Services Inc. to the City of Hamilton upon its completion.

P.J. Halliday

Cont'd...

**Hotz Environmental Services Inc. Application
for a Provisional Certificate of Approval
No. WCR650089 for a Waste Disposal Site (Processing)**

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received a request from Hotz Environmental Services Inc. for a permanent Provisional Certificate of Approval No. WCR650089 for a waste Disposal Site (Processing) located at 239 Lottridge Street, Hamilton.

Hotz Environmental Services Inc. currently operates and manages a permanent household hazardous waste, industrial waste management disposal and recycling facility. Hotz has been responsible for operating and managing the Region's Household Hazardous Waste Program since its inception in 1990. Over 180,000 litres of household hazardous wastes, such as paints, battery acid, and cleaning fluids and powders, are collected annually.

In 1995, Hotz Environmental Services Inc. was awarded the Ontario Waste Minimization Award by the Recycling Council of Ontario for their innovative recycling practices and developing new markets in Cuba for re-manufactured paints.

The proponent has requested to receive 4000 (250L) drums or equivalent volume of paint and paint related material, and re-manufacture them into reusable/recycled low cost paint. Thus, the main function of this facility is to convert "Waste" into "Product" and, hence, minimize waste generation and maximize resource conversation. Processes to be used include sorting, bulking of paint, homogenization which involves size reduction and mixing. By applying a "passive processing" method, which excludes cooking, no harmful air fumes or emissions will be generated. The paint recycling facility can be viewed as the expansion and enhancement of Hotz's current operation, which will produce a higher quality and quantity or reusable/recyclable paint.

The handling, processing, and storage of paints will occur inside an existing building which is completely contained and equipped with an approved sprinkler system and a security monitoring system. Furthermore, the site is totally surrounded by a secure fence with locking gates at both entrances.

Cont'd...

**Hotz Environmental Services Inc. Application
for a Provisional Certificate of Approval
No. WCR650089 for a Waste Disposal Site (Processing)**

Cont'd...

The impetus for this undertaking is a current overseas demand for low-cost recycled paint. A strong export market combined with impending technological improvement, and a public education campaign, will eventually make recycled paint a universal marketable commodity, that would include Canada. This unique opportunity is consistent with Hotz Environmental Services' current philosophy and actions marketing low-cost recycled paints to Cuba.

This ventures which will improve the local economy and generate full-time employment opportunities in the short and long-run. Approximately 30 additional professionals, such as chemists and engineers, and skilled labourers will be required as operations and demand increases, and as potential global markets are secured.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from Regional Environmental Services, and pertinent Regional and City of Hamilton Departments were requested to review the background documentation provided by Hotz Environmental Services Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility.

Environmental Services' staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any solid waste management initiatives, have any significant impact on the sewer system or conflict with the City of Hamilton Official Plan. Ultimately, there were no objections expressed by any Regional and City Departments regarding the request for a Certificate of Approval.

Potential impact has been evaluated in terms of air quality and odour, water, noise and visual. Impacts resulting from this proposal are minimal. The benefit is quite significant in terms of waste reduction, conservation of resources, and short and long-run economic spin-offs.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent. In keeping with the established policy, MOEE officials request the City of Hamilton to comment on the viability of the proposed Certificate of Approvals from a municipal jurisdictional perspective.

VS\

5.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Four-Way Stop Control**
Britannia Avenue and Tolton Avenue

DATE: 1995 August 30

Sub-joined is a copy Section 58 of the Tenth Report of the Transport and Environment Committee which was referred back by City Council to the Committee.

Would you please undertake the direction of Council with respect to this issue.

JJS/mjw

"That four-way stop control be implemented at the intersection of Britannia Avenue and Tolton Avenue and that the City Traffic By-law No. 89-72 be amended accordingly."

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 06
File No. TEC-224-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Britannia Avenue and Tolton Avenue - Intersection Control

RECOMMENDATION:

That no action be taken on the request to implement four-way stop control at the intersection of Britannia Avenue and Tolton Avenue.

C Tutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The erection of unwarranted stop signs at locations such as this would result in increased motor vehicle operating costs in the order of $110,000. per year.

BACKGROUND:

Alderman Geraldine Copps' request for the implementation of four-way stop control at the intersection of Britannia Avenue and Tolton Avenue was approved by the Transport and Environment Committee on August 21, 1995. However, City Council on August 29, 1995 referred this matter back.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Tolton is required to stop for eastbound and westbound traffic on Britannia. Records indicate that the intersection has experienced an average of less that 0.6 collisions per year over the past 7¾ years. This is a very good collision record for this type of intersection.

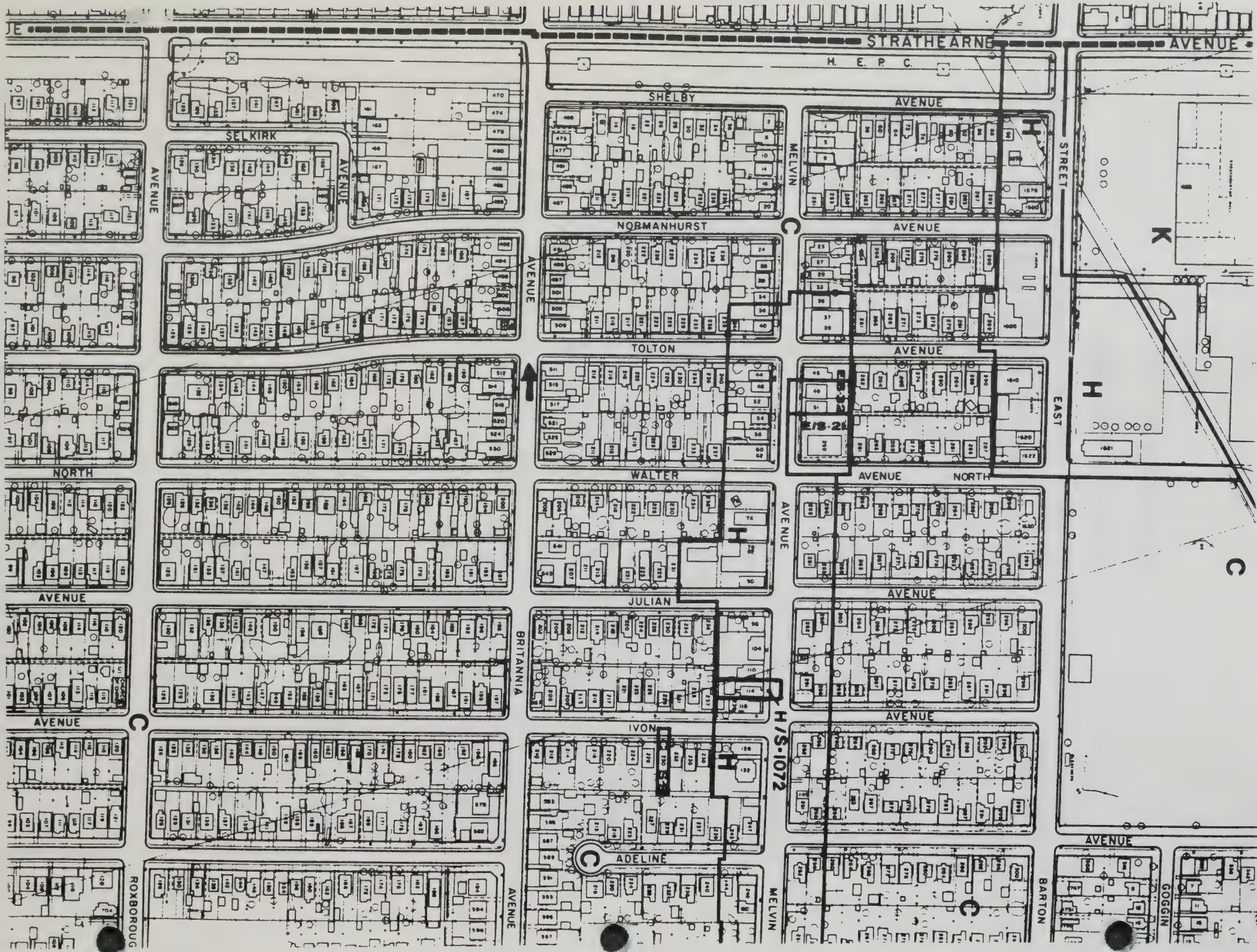
There is a traffic signal at the intersection of Britannia and Strathearne which is only approximately 675 feet west of the subject intersection. Research has shown that the erection of stop signs within 1000 feet of a traffic signal causes a conflict for the motorist in that the motorist "attempting to make the light" fails to observe the stop sign. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop and the motorist, for whatever reason, fails to stop for the stop sign.

Staff has assessed this request and has its usual concerns respecting unwarranted four-way stops, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by motorists to the extent that the compliance with stop signs is deteriorating every year.

Notwithstanding the above, Britannia Avenue is a continuation of the arterial street system between Dundurn and Parkdale and carries approximately 7500 vehicles per day. This volume is significantly lower than many other arterials which are abutted by residential properties such as Cannon west of Barnesdale (15,000 vehicles per day), King west of Parkdale (23,000 vehicles per day), Barton east of Woodward (23,000 vehicles per day), and Fennell east of Upper Gage (14,600 vehicles per day). Pedestrians do not generally experience problems crossing a roadway until the volume reaches approximately 10,000 vehicles per day, but in any event, pedestrians can cross Britannia with the traffic signal at Strathearne (675 feet west of Tolton) or at the all-way stop at Julian (525 feet east of Tolton). Either intersection is within a reasonable walking distance of Tolton if pedestrians feel that a protected crossing is necessary.

For the above noted reasons, staff does not support the request for four-way stop control at the intersection of Britannia and Tolton.

SH/CVB/MBH/ab


STRATHEARN AVENUE
H. E. P. C.
SHELBY AVENUE
SELKIRK AVENUE
MELVIN
NORMANHURST AVENUE
TOLTON AVENUE
EAST STREET
NORTH AVENUE
WALTER AVENUE
JULIAN AVENUE
BRITANNIA
IVON
ADELINE
ROXBOROUG
BARTON
GOGGIN
H/S-1072
K
H
C

6.

CITY OF HAMILTON

-INFORMATION-

DATE: 1995 September 13
E309-20 P.Jensen

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday
Senior Director
Environmental Services

SUBJECT: **Canadian Soft Drink Association 1994 Packaging Stewardship Annual Report**

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Canadian Soft Drink Association 1994 Packaging Stewardship Annual Report has been placed on the September 18 T&E Committee agenda by Mayor Morrow. The report:

- promotes the multi-material curbside collection model for recovery of packaging, and argues against deposit-return systems, based on cost.
- indicates that the soft drink industry has met and exceeded the diversion from landfill objectives of the National Packaging Protocol (NAPP).
- calls for a cooperative industry/government effort to implement effective multi-material recovery programs across Canada.

Regional staff of the Environmental Services Department reviewed the report and provide the following comments:
Cont'd...

Canadian Soft Drink Association 1994 Packaging Stewardship Annual Report

BACKGROUND (Cont'd):

- claims about the pop industry meeting NAPP objectives are viable.

- the pop industry has assumed a larger portion of the capital cost of the blue box program than other sectors whose containers are also captured via the blue box, but they were motivated in part by deposit legislation and recycling quotas. The rest of the beverage industry, perhaps unfairly, are not subject to the same provincial legislation. In general the overall contribution of industry to the program is minor when compared to the ongoing operating costs shared by municipal and provincial governments.

- a municipal position on packaging stewardship was heavily debated during 1994 when the provincial government asked for comment on the Canadian Industry Packaging Stewardship Initiative (CIPSI). Municipal forums were conducted by the Association of Municipalities of Ontario (AMO) for the purpose of gaining a consensus on the issue.

The Region's report, which was sent to AMO as a position paper, is in general agreement with the premise that industry and government should work together to develop a financial model that will sustain recovery programs. The Region's position on deposit-return did not change, however, and the report indicated the Region's desire to see the option of deposit-return left open.

After months of consideration, the AMO Board rejected the CIPSI proposal in its existing form. There were dozens of amendments related to the implementation of such a stewardship plan suggested by AMO, but the Board did commit itself to work with industry and the provincial government to resolve blue box funding. The AMO Board endorsed that negotiations should be expanded to include representatives of all materials collected in the blue box, a position that is consistent with the CSDA 1994 Report.

The AMO Board also felt that existing Regulation 340 (refillable soft drink container quotas) should be enforced, and that and funding agreement for blue box recycling should include a commitment to achieve a $0 municipal share of program cost by the year 2000.

Activity in this area has stalled at the provincial level: Higher revenues from recyclable materials have reduced program financing pressures. Given the cyclical nature of material markets, the development of a packaging or product stewardship financial support program for curbside recycling programs may still be prudent.

PJ/pj

CSDA
Canadian Soft Drink Association
Association canadienne de l'industrie des boissons gazeuses
ACIBG

☑ **National Office/ Bureau chef**
55 York St.
Suite 330
Toronto, ON
M5J 1R7
Tel (416) 362-2424
Fax (416) 362-3229

❑ **Atlantic Region/ Région Atlantique**
1657 Barrington St.
Suite 310
Halifax, NS
B3J 2A1
Tel (902) 492-0910
Fax (902) 492-0090

❑ **Association des embouteilleurs de boissons gazeuses du Québec, Inc./ Québec Soft Drink Bottlers Association**
Une division de l'Association canadienne de l'industrie des boissons gazeuses/A Division of the Canadian Soft Drink Assoc.
407, boul. St-Laurent,
bureau 500
Montréal, PQ
H2Y 2Y5
Tél (514) 874-3704
Fax (514) 866-4020

❑ **Ontario Region/ Région de l'Ontario**
P.O. Box 32
Royal Bank Plaza
South Tower
Toronto, ON
M5J 2J8
Tel (416) 369-3059
Fax (416) 865-0887

❑ **Western Region/ Région de l'Ouest**
210-8351 Alexandra Rd.
Richmond, BC
V6X 3P3
Tel (604) 244-2920
Fax (604) 244-2945

August 8, 1995

AUG 21 1995

Mayor Robert Morrow
City of Hamilton
City Hall, 71 Main Street West
Hamilton ON L8N 3T4

To Joe B.
- have one THE comm.

Dear Mayor Morrow:

Municipal officials across the country today are concerned with the proper management of municipal solid waste. The enclosed 1994 Packaging Stewardship Annual Report succinctly details the current state of packaging usage and diversion, both in Canada and in each province.

The results demonstrate why the Canadian soft drink industry feels that multi-material recovery systems are more encompassing, economical and sustainable than deposit-based systems.

Report highlights include:

- no province is currently capturing more than a third of its total consumer packaging waste -- some are capturing virtually nothing
- using deposits on soft drink or all beverage containers to promote their recovery for recycling still ignores the vast majority of packaging waste, let alone other household waste
- recovery using beverage container deposits costs consumers about $2140 and $1650 per tonne of soft drink containers collected, in Saskatchewan and New Brunswick respectively -- versus Ontario's multi-material programs at about $140 per tonne

The Canadian Soft Drink Association therefore urges all levels of governments to work with industry to implement comprehensive, cost-efficient and environmentally sound multi-material recovery programs across Canada.

Sincerely,

Paulette Vinette

Paulette Vinette
President & CEO

PS Additional copies of the Report are available through any of the CSDA offices. *Cette lettre et le Rapport sont également disponibles en français.*

Encl.

PV:gk

i:\word\508mayor.doc

50% Recycled pa
Papier recyclé à 5

Packaging Stewardship Annual Report 1994



The Canadian Soft Drink Association



A message from the Chair



I am gratified to report that the Canadian soft drink industry continues to maintain a strong, voluntary effort to manage its packaging materials. However, while our industry and other consumer packagers are making steady progress in reducing packaging waste, there continues to be a need for industry and governments to develop a comprehensive, multi-material recovery program nation-wide.

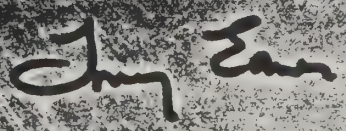
Currently, no province is capturing more than one third of its total consumer packaging waste. Some provinces are capturing virtually nothing.

There's so much more that can be done, because there is an effective solution to this problem: multi-material recovery systems. They offer an all-encompassing, economical and sustainable alternative. Where recycling programs are available, they are proving to be successful in dramatically reducing the amount of packaging materials going to landfill.

During the past decade, the Canadian soft drink industry has continued to champion the multi-material approach through our joint effort with other consumer industries. Combined with significant reuse and weight reduction initiatives at source, multi-material recycling has been a major factor in CSDA members being able to cut packaging materials going to landfill by more than half since 1988, thereby exceeding the National Packaging Protocol (NAPP) targets.

This progress, however, is only one part of what must become a comprehensive nation-wide program to reduce, reuse, or recycle all packaging materials. All stakeholders in the private and public sectors must continue working together to meet the national packaging waste diversion goal of 50% by the year 2000 specified in NAPP.

This packaging stewardship report reviews current packaging reduction and diversion efforts in all Canadian provinces. It looks at the differing recovery regimes, and their effectiveness in reducing packaging disposal. This report also updates our industry's track record in meeting our overall packaging diversion goals as required under NAPP. It shows that in a period of healthy industry growth we have maintained our reduction of packaging disposal and packaging efficiency efforts.



Our Cover

Multi-material recycling really works. As the front cover shows, there is an increasing demand for products made from recycled packaging materials. Now, consumers use high quality recycled products ranging from food and other containers to carpeting and clothing.

Packaging: how much is being recovered?

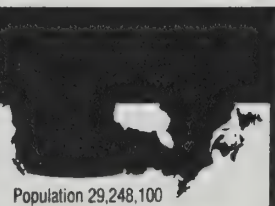


The following pages show the packaging material recovery regimes in each Canadian province. It is clear that a large gap still remains between the amount of material actually being recovered and recycled, and the useful materials still going to landfill.

This report examines recovery of all consumer packaging (e.g. bleach bottles, juice cans, toy packaging, detergent boxes, mayonnaise jars, automotive oil bottles, cereal boxes, yoghurt tubs, etc., and of course soft drink and other beverage containers) used in Canada. The packaging data includes the weight of refillable containers. All data are based on best available industry estimates.

Note that wine/liquor containers are recovered under deposit systems in Alberta, New Brunswick, Nova Scotia, Prince Edward Island, and Saskatchewan. Beer containers in all provinces are recovered through a separate deposit/return system and are not included in this analysis.

Canada



Population 29,248,100

The recovery regime

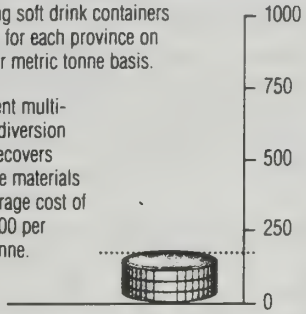
Beverage
Recovery varies from voluntary multi-material to legislated deposits/refunds.

Other packaging
A few provinces have multi-material programs to recover other packaging; most have little or none.

Net cost to consumer

The net cost to consumers of recovering soft drink containers is shown for each province on a cost per metric tonne basis.

An efficient multi-material diversion system recovers recyclable materials at an average cost of about $200 per metric tonne.



What happens to packaging now?

Strong markets exist for all soft drink packaging materials. Recovered soft drink aluminum and PET plastic provide significant revenue to multi-material programs.

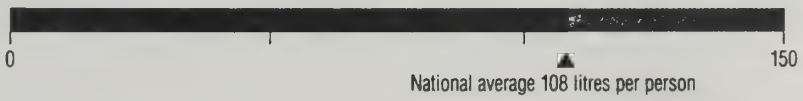
Markets for paper-based packaging also exist, in conjunction with non-packaging paper recycling.

Current events

Markets continue to be developed for other packaging materials.

Soft drink container recovery occurs in all provinces. The industry supports voluntary multi-material approaches across Canada.

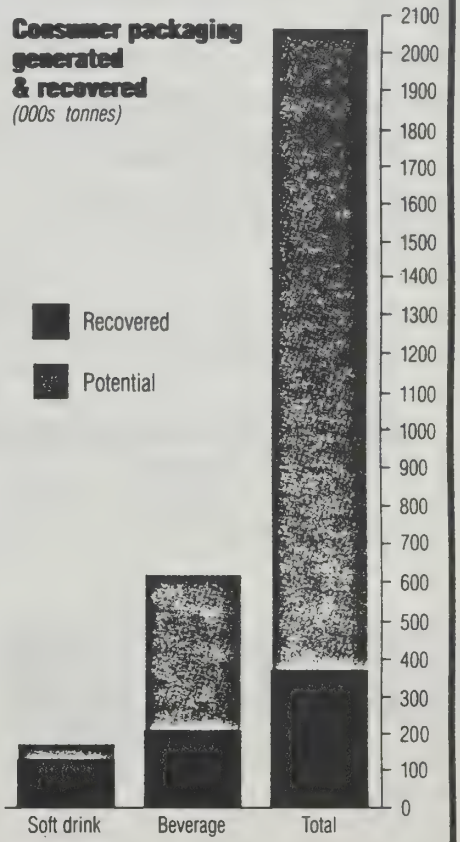
Soft drink consumption



National average 108 litres per person

Consumer packaging generated & recovered

(000s tonnes)



Soft Drink
Bottles and cans for traditional (cola, gingerale, root beer, etc.) carbonated soft drink beverages only, used by consumers.

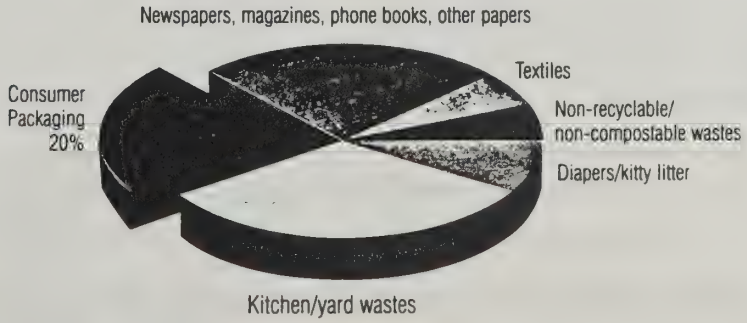
Beverage
Bottles, cans, aseptic drink boxes, and flexible pouches for all types of beverages, including wine/liquor but excluding beer, used by consumers.

Total
All types of packaging, regardless of the packaging material type or the product it is associated with, used by consumers.

Recovered
The amount of packaging materials that have been diverted from landfill for either reuse or recycling.

Potential
The amount of other packaging materials currently going to landfill which have the potential to be diverted through reuse or recycling. (eg shampoo bottles, detergent boxes, margarine tubs, cereal boxes, pizza boxes, stereo packing foam, toy & hardware packaging, etc.)

Typical Composition of Household Wastes



British Columbia



Population 3,668,400

The recovery regime

Beverage

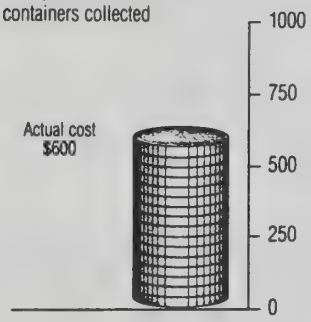
Deposit of 5¢ to 30¢ on containers for traditional (cola, gingerale, root beer, etc.) soft drinks only. Deposit given back on return of container.

Other packaging

Multi-material in a few cities only; remainder of province none.

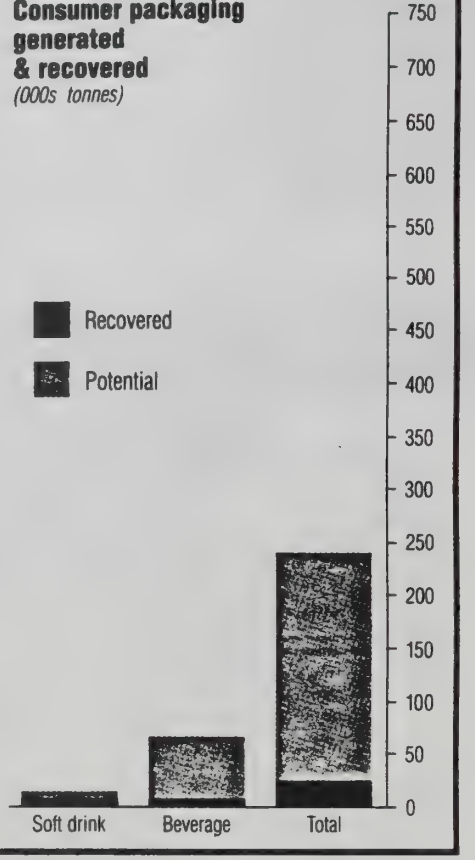
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

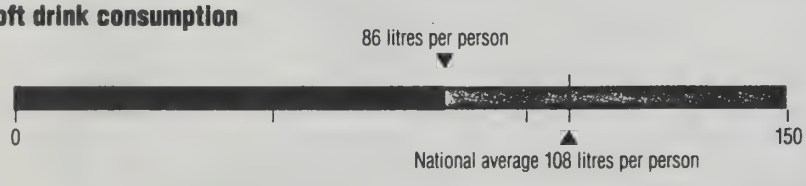
Soft drink containers returned to stores and depots are processed by ENCORP Pacific and recycled.

Materials collected in cities with recycling programs are processed/recycled; all other recyclable materials are landfilled.

Current events

Several communities forced to downgrade multi-material recycling to drop-off programs because valuable soft drink aluminum, PET plastic is being diverted to separate (deposit-based) collection system.

Soft drink consumption



Alberta



Population 2,716,200

The recovery regime

Beverage

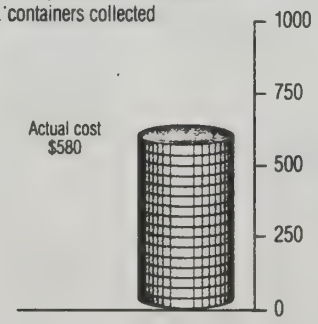
Deposit of 5¢ to 20¢ on all beverage containers (except milk and aseptic drink boxes) with deposit given back on return of container.

Other packaging

Multi-material in Edmonton (curbside) and Calgary (depots) only; remainder of province none.

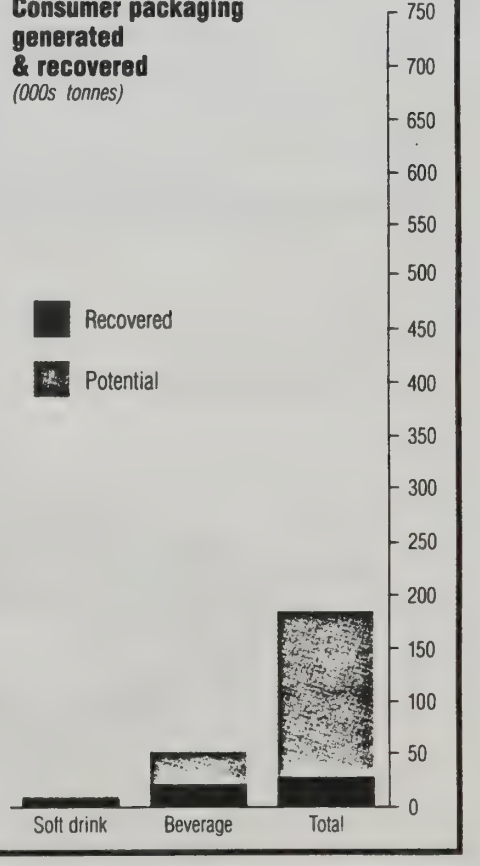
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

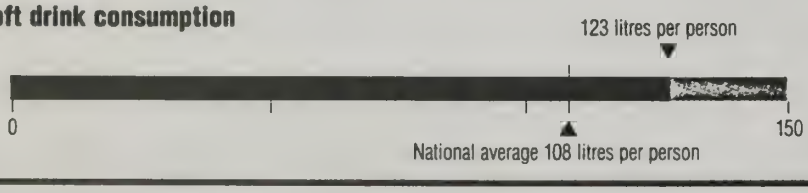
Beverage containers returned to depots are processed by ABCRC and recycled.

Materials collected in cities with recycling programs are processed/recycled; all other recyclable materials are landfilled.

Current events

Several communities forced to downgrade multi-material recycling from lack of funding, because valuable soft drink aluminum, PET plastic is being diverted to separate (deposit-based) collection system.

Soft drink consumption



Saskatchewan



Population 1,016,200

The recovery regime

Beverage

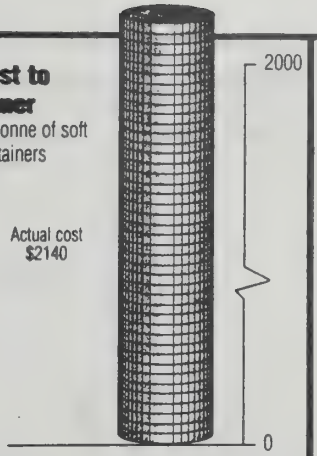
Deposit of 10¢ to 40¢ on all beverage containers (except milk and aseptic drink boxes) with deposit given back on return of container. Consumer pays additional 5¢-7¢ container recycling fee in price and an environmental levy of 8¢ on aseptic drink boxes.

Other packaging

Multi-material in few select communities only; remainder of province none.

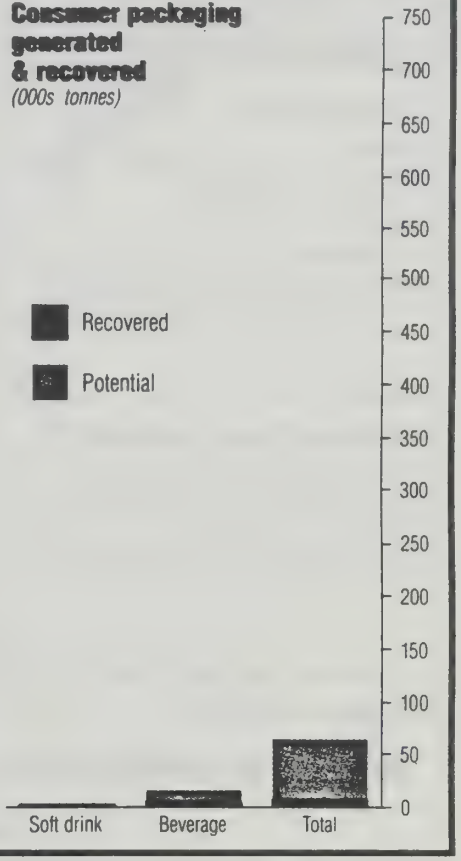
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

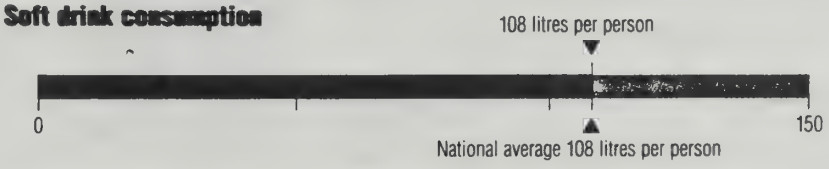
Beverage containers returned to depots are processed by SARCAN and recycled.

Few non-beverage materials collected for recycling; most non-beverage recyclable materials end up in landfill.

Current events

Several communities forced to cancel multi-material recycling from lack of promotion/education funding, while valuable soft drink aluminum, PET plastic materials are diverted to separate (deposit-based) collection system.

Soft drink consumption



Manitoba



Population 1,131,100

The recovery regime

Beverage

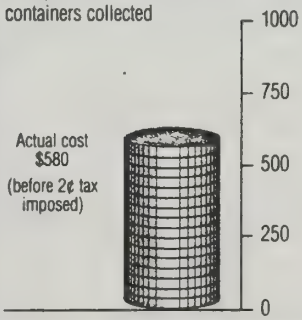
Voluntary soft drink/liquor container collection with materials buy-back through Manitoba Soft Drink Recycling Inc (MSDRI), mostly funded by soft drink industry.

Other packaging

Private multi-material programs in parts of Winnipeg only; little in remainder of province.

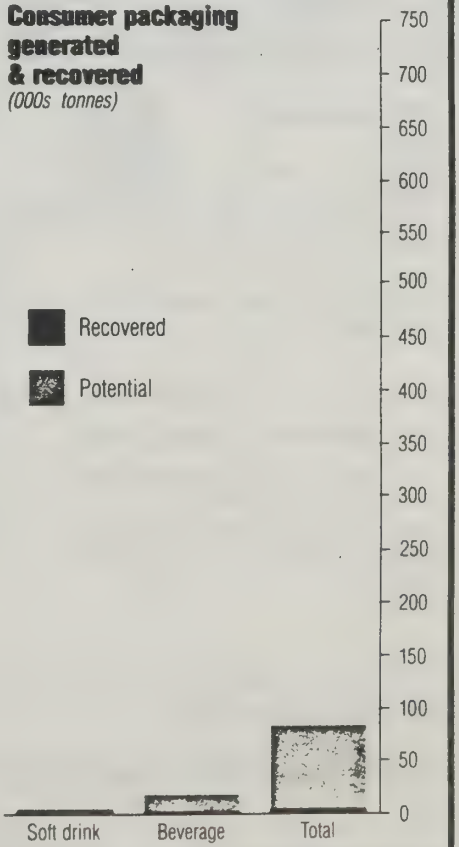
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

Container materials purchased by MSDRI (with funding from soft drink industry) are processed/recycled.

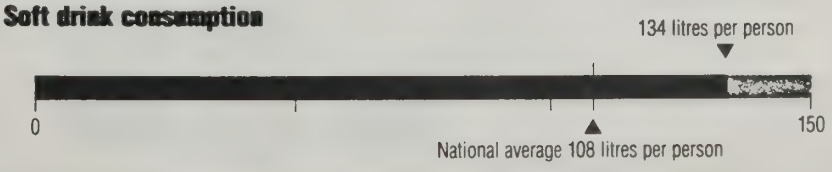
Most other recyclable materials end up in landfill.

Current events

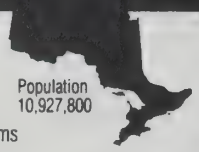
In January 1995 government imposed a 2¢ per beverage container tax generating $5 million annually to fund eventual multi-material programs.

Soft drink industry continues its funding support of MSDRI activities until August 1995.

Soft drink consumption



Ontario



Population 10,927,800

The recovery regime

Beverage

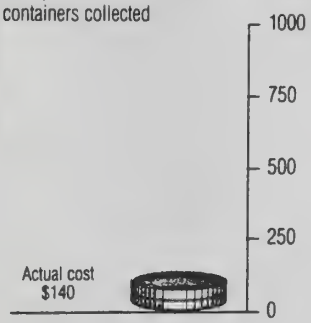
Containers collected through multi-material recycling programs serving 85% of population.

Other packaging

Aluminum, glass, plastic and steel (tin) food containers along with paper fibres (newspapers, corrugate boxes, etc.) collected through multi-material recycling.

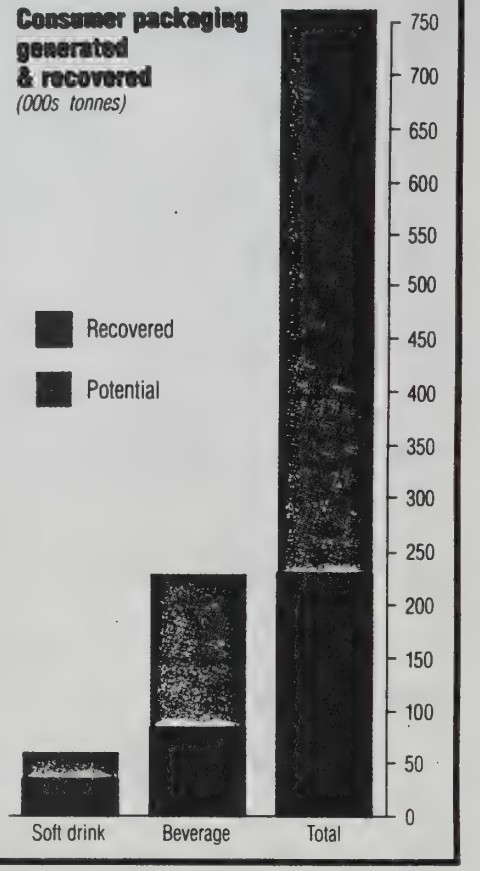
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

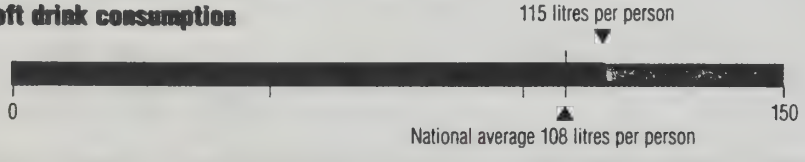
All recyclable materials collected from curbside are processed by municipalities/contractors and recycled into raw materials for new products.

Recycled aluminum, glass, PET plastic and steel used in new food containers and other products.

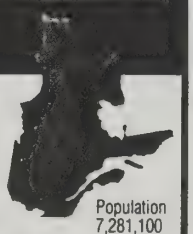
Current events

Multi-material recycling programs being expanded to recover more recyclable materials from waste stream: aluminum (foil), plastics (bags, foam), and papers (flyers, plain and coloured papers, cereal/detergent boxboard, etc.). Programs also expanding to recover non-packaging materials such as magazines, textiles, etc.

Soft drink consumption



Quebec



Population 7,281,100

The recovery regime

Beverage

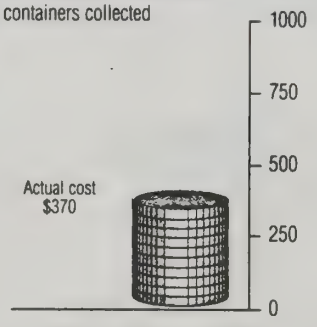
Deposit of 5¢ on containers for traditional (cola, gingerale, root beer, etc.) soft drink only, with deposit given back on return of container.

Other packaging

Multi-material in few select cities only; remainder of province none.

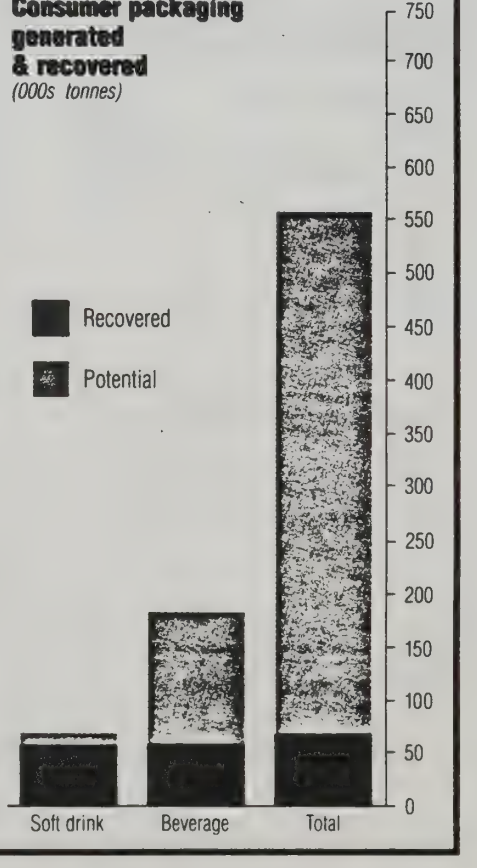
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

Soft drink beverage containers returned are processed by GERICO/others and recycled.

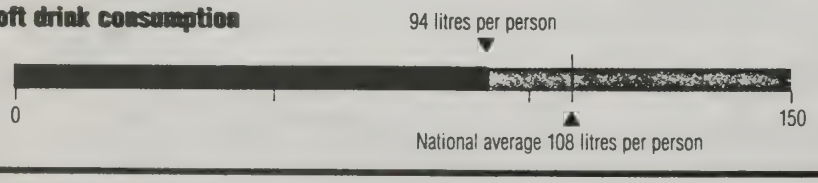
Materials collected in cities with recycling programs are processed/recycled; all other recyclable materials are landfilled.

Current events

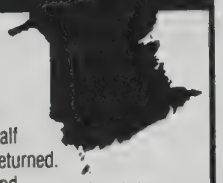
Collecte Sélective Québec (CSQ) funds expansion of recycling infrastructure; soft drink industry contributes funding to CSQ.

Viability of programs limited due to valuable soft drink aluminum, PET plastic materials being diverted to separate (deposit-based) collection system.

Soft drink consumption



New Brunswick



Population 756,200

The recovery regime

Beverage

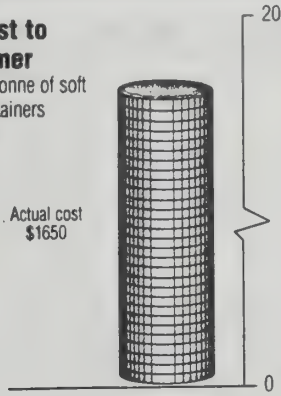
Deposit of 10¢ on all beverage containers (except milk) with half given back when container is returned. Rest of deposit goes to taxes and offsetting costs of the recovery system. Wine/liquor containers are recovered through a separate half-back deposit system.

Other packaging

None.

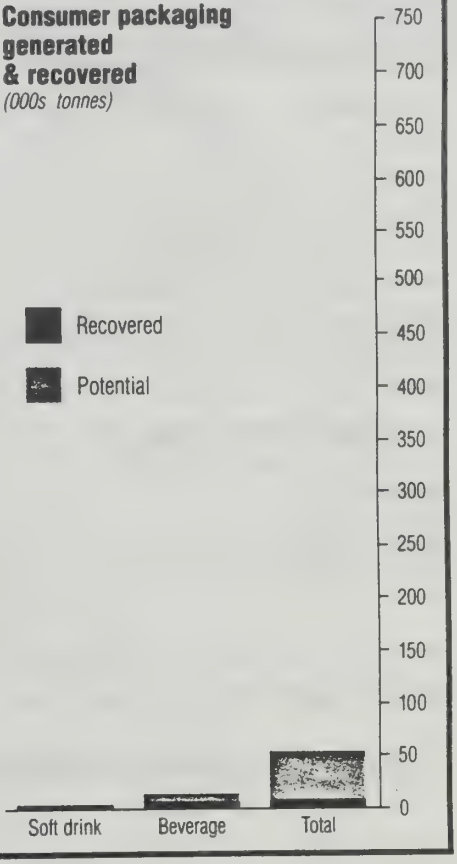
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

Beverage containers returned through depot system are processed by ENCORP Atlantic/others and recycled.

Almost all other recyclable materials are landfilled.

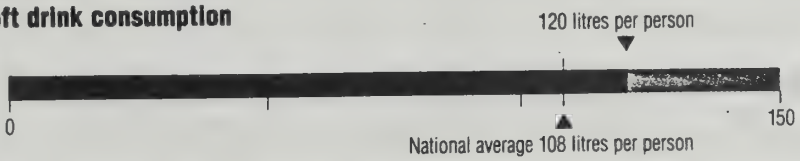
Current events

Tests underway to recycle milk containers (not on deposit) through deposit/return depots.

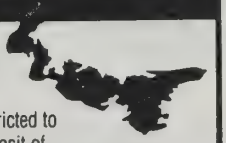
Fredericton multi-material program now limited to newspaper recycling only.

Little activity in full-scale multi-material programs.

Soft drink consumption



Prince Edward Island



Population 134,500

The recovery regime

Beverage

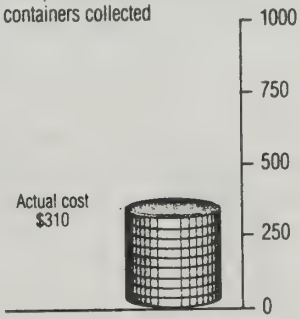
All carbonated beverages restricted to refillable containers only. Deposit of 20¢ to 80¢ on containers of traditional (cola, gingerale, root beer, etc.) soft drinks with deposit given back on return of container. Wine/liquor containers are recovered through a separate half-back deposit system.

Other packaging

None.

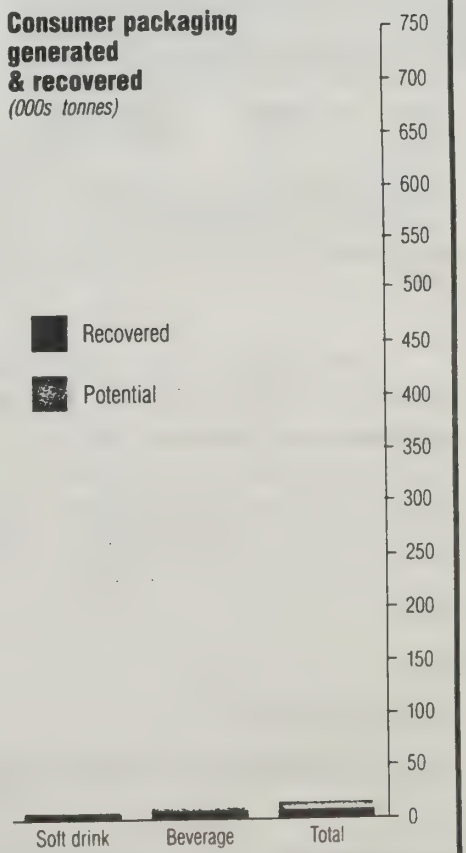
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

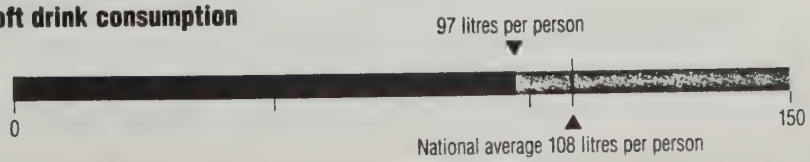
Refillable soft drink containers returned are reused; unusable ones are recycled. Recovered wine/liquor containers are processed and recycled.

Almost all other recyclable materials are landfilled.

Current events

Little activity in full-scale multi-material recycling programs; pilot program expanding in East Prince region.

Soft drink consumption



Nova Scotia



Population 936,700

The recovery regime

Beverage

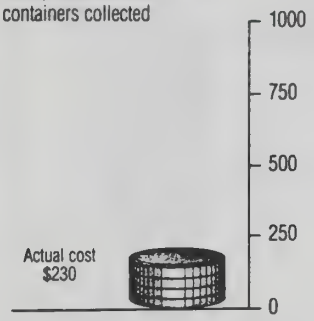
Voluntary collection of containers by schools, community groups, public with material buy-back by private recyclers; non-alcoholic beverage containers collected in Halifax-area multi-material program. Wine/liquor containers are recovered through a separate half-back deposit system.

Other packaging

Multi-material recycling in Halifax and a few other communities only; remainder of province none.

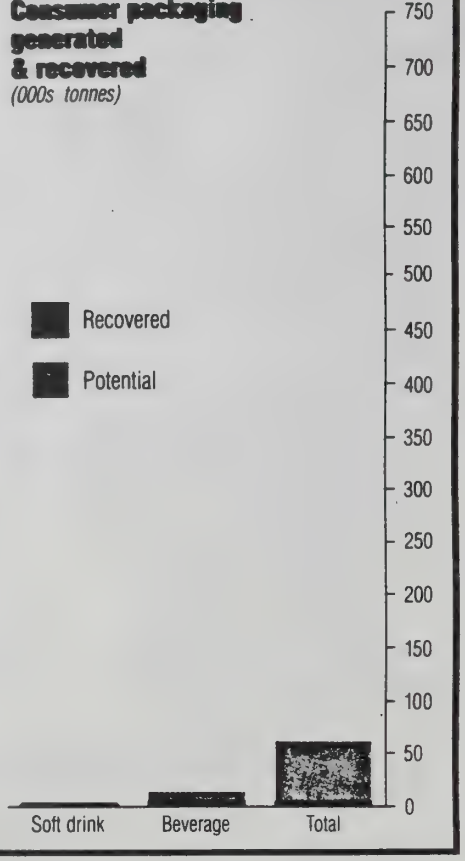
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

Container materials purchased by private recyclers are processed/recycled.

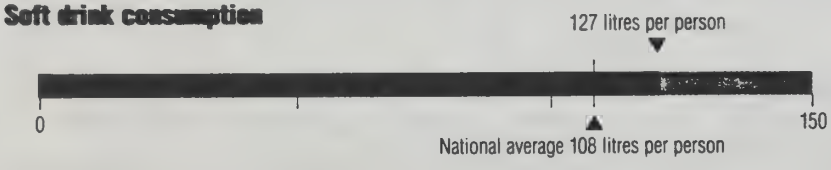
Materials from Halifax and other community programs processed/recycled; most remaining recyclable materials are landfilled.

Current events

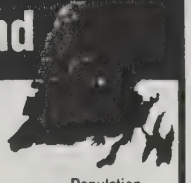
Soft drink industry contributes funding to Resource Recovery Fund, which supports the recycling infrastructure development.

Processing capacity at metro-Halifax multi-materials recycling facility is under-utilized.

Soft drink consumption



Newfoundland



Population 582,400

The recovery regime

Beverage

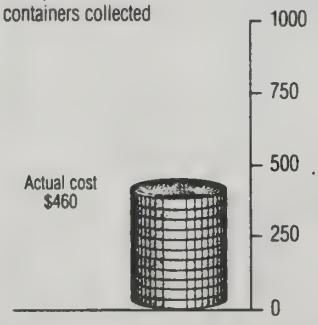
Soft drink is the only industry providing funding for voluntary buy-back of collected soft drink container materals.

Other packaging

None.

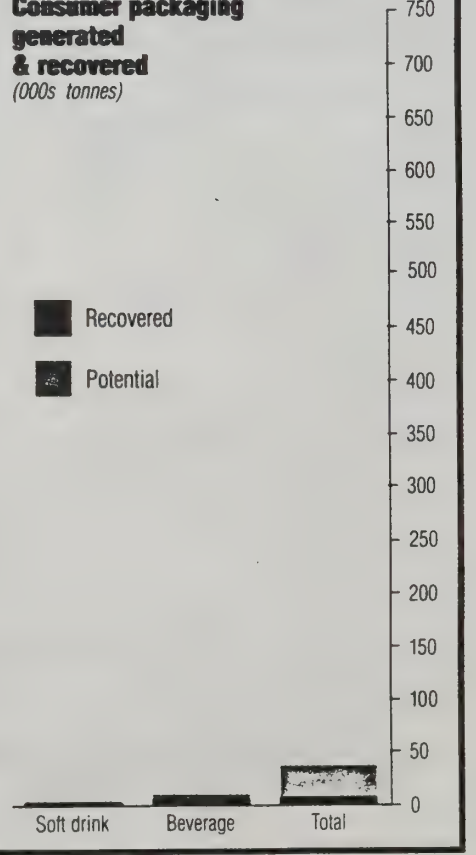
Net cost to consumer

Cost per tonne of soft drink containers collected



Consumer packaging generated & recovered

(000s tonnes)



What happens to packaging now?

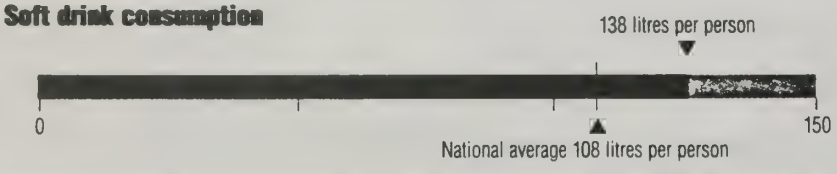
Container materials purchased from schools, community groups, public by Nova Recycling (with funding from soft drink industry) are processed/recycled.

Nova Recycling also buys some cardboard packaging. for recycling; remainder of recyclable materials are landfilled.

Current events

Soft drink industry continues its funding support of Nova Recycling activities. A 1¢ environment fee on soft drink containers contributes funding to the soft drink industry-sponsored anti-litter education program.

Soft drink consumption



Waste Diversion: Our Industry's Track Record

Consistent waste reduction efforts pay off

Although the soft drink industry's production has grown by 22 per cent since 1988, the total annual amount of our packaging materials going to landfill in 1994 has been reduced by 54 per cent compared to the actual 1988 amount. Our track record in reducing packaging and diverting materials from landfill continues to improve as a result of our consistent reduction efforts.

Overall, the efficiency of our packaging has more than doubled within the same timeframe. We now use 61 per cent less packaging per 1000 litres to provide soft drink products to our consumers. Additionally, more than half (63 per cent) of all soft drink packaging is reused in the form of bottle cases, shipping pallets, soft drink syrup tanks, etc.

Here are some 1994 examples from across Canada of our industry's involvement in reducing and diverting packaging materials:

Newfoundland
In the second year of a four-year, $2-million anti-litter campaign, we have been instrumental in successfully delivering anti-litter messages province-wide through TV, radio, newspaper and school education kits.

Nova Scotia
CSDA has completed its five-year commitment to support the province's Resource Recovery Fund. We have voluntarily contributed more than $1-million to support development of a waste management infrastructure.

New Brunswick
ENCORP Atlantic (of which our industry is the primary owner) is exploring innovative technologies to process returned beverage containers more efficiently.

Prince Edward Island
This province has shown no interest in working with the beverage industry to develop multi-material recycling programs. PEI continues to be the only jurisdiction in North America mandating 100 per cent use of refillable containers for carbonated soft drinks only.

Quebec
We continue to support Collecte Sélective Québec, an organization set up to promote expansion of multi-material recycling. The industry-owned processing plant, GERICO, has worked to reduce processing costs of recovered containers.

Ontario
Along with other packaging industry sectors, we continue the expansion of province-wide multi-material recycling. The higher-value aluminum cans we now use more than cover the costs of recovering soft drink containers. We are conducting two feasibility projects for collection of plastic refillable bottles (PRB) through the Blue Box system.

Manitoba
In 1994, Manitoba endorsed the multi-material program offered by industry. Beginning in January 1995, however, the province has imposed a new scheme whose first phase taxes only the beverage industry and its consumers to fund future multi-material recycling programs.

Saskatchewan
This province has shown no interest in working with the beverage industry to develop multi-material recycling programs. SK continues to have the most expensive system for recovering beverage containers.

Alberta
We have formed a new recycling corporation — ABCRC — to manage the recovery and processing of beverage containers more economically.

British Columbia
We are working with other food and beverage manufacturers and retailers to promote the initiation of multi-material systems for all consumer packaging. In addition, we established ENCORP Pacific to facilitate an alternative to in-store bottle returns under the current deposit/refund system.

Soft Drink Facts at a Glance	1988	1989	1990	1991	1992	1993	1994
Soft Drink Sales (millions litres)	2,584	2,588	2,669	2,836	2,796	2,952	3,163
Percentage increase from 1988	-	0.2%	3.3%	9.8%	8.2%	14.2%	22.4%
Packaging materials used (thousand tonnes)	1,170	n/a	891	n/a	656	n/a	556
Proportion packaging reused/recycled	81%	n/a	78%	n/a	84%	n/a	81%
Packaging efficiency (kg pkg / 1000 litres soft drink)	453	n/a	320	n/a	234	n/a	176
Percentage efficiency increase since 1988	-	n/a	29%	n/a	48%	n/a	61%
Actual waste reduction since 1988	(base year)	n/a	14%	n/a	53%	n/a	54%
NAPP target for waste reduction	-	5%	10%	15%	20%	24%	28%

n/a - not available

CSDA MEMBERS
MEMBRES de L'ACIBG

A&W Food Services of Canada Ltd.
AET Canada Inc.
Alcan Rolled Products Co.
Alex Coulombe Ltée
Arctic Beverages (1980) Ltd.
Atlantic Refreshments Ltd.
Ball Packaging Products Canada Inc.
BC Sugar Refining Co.
Big 8 Beverages
Les Embouteilleurs Bonel Ltée
Breuvages Déraspe Ltée
Breuvages Gaspé Inc.
Breuvages KiRi
Breuvages Radnor Ltée
Browning Harvey Ltd.
Brown's Beverages Ltd.
Cadbury Beverages Canada Inc.
Cape Breton Beverages Ltd.
Casco Inc.
Casemaker Inc.
Coca-Cola Beverages
Coca-Cola Ltd.
Coin Acceptors Canada
Consumers Packaging Inc.
Cott Beverages Inc.
Crown Cork & Seal Canada Inc.
Diversey Inc.
Domtar Packaging
Giesebrecht's Ltd.
Gray Beverage Inc.
Guillemette et Frère Ltée
Hoechst Celanese Corp.
ITW Hi-Cone
Industrial Dynamics Co. Ltd.
ISL International Surveys Ltd.
James River Canada Inc.
Johnson Controls Inc.
Kitchener Beverages Ltd.
Laidlaw Waste Systems
Lantic Sugar Ltd.
Liqueurs LaSarre Inc.
Liquid Carbonic Inc.
Mead Packaging Canada Ltd.
Multisodas Inc.
Nielsen Marketing Research
Norseman Plastics Ltd.
Northern Bottling Ltd.
Northland Beverages (1956) Ltd.
The NutraSweet Company
P.A. Bottlers Ltd.
Parco-Hesse Corp. Inc.
Pepsi-Cola Canada Beverages
Petersen & Auger Ltd.
Phil Gaudreault et Fils Ltée
RC Cola Canada Ltd.
Redpath Sugars
Riverwood International
Scepter Manufacturing Co.
Simgo Ltd.
Technology Flavors & Fragrances Inc.
Twinpak Inc.
Vermillion Beverages Ltd.
Wellman Inc.

CSDA

Canadian Soft Drink Association

Association canadienne de l'industrie des boissons gazeuses

ACIBG

Offices/Bureaux

National Office/ Bureau national

55 York Street, Suite 330
Toronto, Ontario
M5J 1R7
Tel.416/362-2424
Fax.416/362-3229

Paulette Vinette
President/présidente

Anthony van Heyningen
Manager, Environmental Affairs / Directeur, Affaires environnementales

Atlantic Region / Région Atlantique

1657 Barrington Street, Suite 310
Halifax, Nova Scotia B3J 2A1
Tel.902/492-0910 Fax.902/492-0090

Calla Farn
Regional Vice President/ Vice-présidente régionale

Quebec Region / Région du Québec

407, boulevard St-Laurent, bureau 500
Montréal, (Québec) H2Y 2Y5
Tél.514/874-3704 Fax.514/866-4020

Nycol Pageau-Goyette
Vice-présidente régionale/Regional Vice President

Ontario Region / Région de l'Ontario

PO Box/CP 32
Royal Bank Plaza
32nd Floor, South Tower
Toronto, Ontario M5J 2J8
Tel.416/369-3059 Fax.416/865-0887

Stuart Hartley
Regional Vice President/ Vice-président régional

Western Region / Région de l'Ouest

8351 Alexandra Road, Suite 210
Richmond, British Columbia V6X 3P3
Tel.604/244-2920 Fax.604/244-2945

John Nixon
Regional Vice President/ Vice-président régional

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 September 18
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting Held 1995 August 21

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) 33 Bingham Road - Request for Wheelchair Loading Zone

(b) Robson Crescent

(c) No. 166 Maplewood Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 156 Markland Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(e) No. 30 Pearson Drive

(f) No. 148 Ray Street North - Request for a Reserved Permit Parking Space for a Disabled Resident

(g) East side of Hughson Street South, north of Charlton Avenue East

(h) Request from The Hamilton Parking Authority for Additional Parking Meters on Local Streets

ii. **Intersection Control**

Atkins Drive and Greencedar Drive

C. **CITY ENGINEER**
(Commissioner of Transportation/Environmental Services)

i. Encroachment Agreements

ii. Neighbourhood Street Parties

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1995 August 21
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman T. Jackson
Alderman F. D'Amico

Also present:
Alderman D. Wilson
Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. C. Guthro, Public Works and Traffic Department
Ms. P. Noe-Johnson, City Solicitor
Mr. D. Turvey, Commissioner, Environmental/Transportation Services Department
Mr. J. Halliday, Environmental Services Department
Mr. P. Dunn, Environmental Services Department
Mr. G. Aston, Roads Department
Mr. D. Onishi, Roads Department
Mr. R. Buckle, Property Department
Mr. J. Mazairz, Lawyer
Mr. R. Rikic, Metro Mobile Escorts Ltd.
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Recovery of Servicing Costs on Fieldway Drive Adjacent to the Lands of Regal Castle Developments Inc., 870 Upper Wentworth Street**

The Committee was in receipt of a report dated 1995 June 22 from the Senior Director of Senior Director, Roads Department respecting the subject matter.

Following brief discussion, the committee agreed that the item be tabled in order that further discussion take place and that the Law Department and Regional Engineering Department be directed to report back at the next meeting.

Mr. Maziarz indicated that he was concerned that further delays in addressing the issue would affect the timing required for the draft approval required. The Chairman indicated that if required, he would call a special meeting in order to expedite the matter.

(b) **Metro Mobile Escort Services**

The Committee was in receipt of correspondence dated 1995 June 12 from the Executive Assistant to the Mayor to the City Clerk respecting the subject matter.

Mr. Ray Rikic appeared before the committee and distributed a report regarding his request to allow his Mobile Escort Service to be authorized to control the flow of vehicular traffic during funeral processions.

Following discussion, the committee agreed that the item be referred to both the City and Regional Solicitors for a report back to the committee.

(c) **By-law to Authorize the Sale of the Walkway between Nos. 300 and 304 St. Andrews Drive - Vincent Neighbourhood**

The Committee was in receipt of a report dated 1995 August 10 from the Senior Director, Roads Department respecting the subject matter.

As there was no delegation present, the committee approved the following recommendation:

That the appropriate by-law for the sale of the public walkway in the Vincent Neighbourhood between Nos. 300 and 304 St. Andrews Drive, more particularly described as Block F on Plan M-27 be enacted.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

Alderman Copps noted that reference to the Pedestrian Traffic Signal at Fairfield Avenue and Main Street East which she had raised at the last meeting had been omitted from the minutes and requested that the issue be included. Subsequently, the minutes of the Transport and Environment Committee meeting held 1995 July 6 were adopted as amended.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. PUBLIC WORKS DIVISION

(a) **Supply and Delivery of Sodium Chloride Coarse Crushed for the 1995 - 1996 Winter Season**

The Committee was in receipt of a report dated 1995 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Sifto Canada, Mississauga, for the supply and delivery of Sodium Chloride Coarse Crushed as and when required by the Public Works Department, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and be financed through Stock Materials Account No. CH56197 60999, as follows:

Delivered Price	Picked Up Price
$34.85 per tonne	$33.50 per tonne, plus applicable taxes

(b) **Construction of an independent concrete curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32 m easterly (flankage of 61 Mountain Avenue)**

The Committee was in receipt of a report dated 1995 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the construction of an independent concrete curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32m easterly (flankage of No. 61 Mountain Avenue) proceed as a local improvement on petition by the owners pursuant to Section 11 of The Local Improvement Act at an estimated gross cost of $2,900. with a City's share of $2,263. and an Owner's Share of $637. all as provided in the 1995 portion of the 1995-2004 Capital Budget; and,

(b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

(d) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary by-law in a form satisfactory to the City Solicitor.

(c) **Closure of Public Works Department Capital Projects**

That the City Treasurer be directed to close the following Capital Project accounts with any excess funding to be transferred to its original source of financing:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed to Date	Balance Available	Source of Financing
6092 43008	Hydro Street Lighting Conversion (Phase 2)	$4,580,000.	$3,387,490.97	$1,190,266.53	Debentures & 25% Ontario Hydro Subsidy

6092 41010	Upgrade Maint. Depot (1992)	$50,000.	$50,000.	000	Reserve Capital Unclassified
6093 49007	Fencing/Clean up Ravine Land - Nash Road	$125,000.	$105,418.49	$25,118.49	Reserve Capital Unclassified
5281 126001	Final Blacktop Locals - Hempstead, Lancing & Unsworth	$160,400.	$97,341.65	$63,058.35	Capital Levy
TOTAL		**$4,915,400.**	**$3,640,251.11**	**$1,278,443.37**	

(d) **Construction of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive**

The Committee was in receipt of a report dated 1995 August 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That Section 14 of the Seventh Report of the Transport and Environment Committee adopted by City Council on 1995 May 30, be rescinded and replaced with the following:

(i) That the construction of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of $74,800. with a City's Share of $24,133.30 and Owner's Share of $50,666.70 all as provided in the 1995 portion of the 1995-2004 Capital Budget; and,

(ii) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

(iii) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

(b) That the appropriate by-law be enacted to authorize construction of local improvements of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive.

(e) **Construction of an independent concrete sidewalk on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72 m south of Loconder Drive (south limit of No. 1285) to Loconder Drive**

The Committee was in receipt of a report dated 1995 July 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That Section 20 of the Sixth Report of the Transport and Environment Committee adopted by City Council on 1995 May 9, be rescinded and replaced with the following:

(i) That the construction of an independent concrete sidewalk on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72m south of Loconder Drive (south limit of No. 1285) to Loconder Drive proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of $24,790. with a City's Share of $3,375. and Owner's Share of $21,415. all as provided in the 1995 portion of the 1995-2004 Capital Budget; and,

(ii) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

(iii) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

(b) That the appropriate by-law be enacted to authorize construction of local improvements of an independent concrete sidewalk on the east side of Upper Gage Avenue from Stone Church Road to Quail Drive and from approximately 72m south of Loconder Drive (south limit of No. 1285) to Loconder Drive.

ii. **TRAFFIC DIVISION**

Parking Regulations

(a) **Douglas Street between Burton Street and Keith Street**

The Committee was in receipt of a report dated 1995 July 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Douglas Street between Burton Street and Mars Avenue be shortened, such that the regulation commences at Keith Street and extends to Mars Avenue; and,

(b) That a "Permit Parking" regulation be implemented on the east side of Douglas Street between Keith Street and the Toronto, Hamilton and Buffalo Railway tracks and unrestricted on the west side between Burton and the T.H. & B. Railway tracks; and,

(c) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit per residence to Nos. 33, 34 and 36 Douglas Street (to a maximum of three) on a first come first served basis; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Province Street North and Roxborough Avenue - Removal of Corner Clearances**

The Committee was in receipt of a report dated 1995 June 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved that no action be taken on the matter.

(c) **Hillview Street**

The Committee was in receipt of a report dated 1995 June 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Hillview Street commencing at the south end and extending to a point 30 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **East side of Mary Street, north of King William Street Request to relocate a "Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1995 June 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., 7 Days a Week" regulation on the east side of Mary Street commencing at a point 76 feet north of King William Street and extending to a point 20 feet northerly therefrom, be relocated, such that the regulation commences at a point 31 feet north of King William Street and extends to a point 20 feet northerly therefrom; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 62 Frederick Avenue Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1995 June 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Frederick Avenue commencing at a point 72 feet north of Britannia Avenue and extending to a point 21 feet northerly therefrom, and on the

west side of Frederick Avenue commencing at a point 72 feet north of Britannia Avenue and extending to a point 22 feet northerly therefrom, be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Bunker Hill Drive between Greenhill Avenue and Par Place**

The Committee was in receipt of a report dated 1995 June 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Bunker Hill Drive between Greenhill Avenue and Par Place and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 55 Douglas Street**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1995 June 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Douglas Street commencing at a point 79 feet south of Mars Avenue and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mary Pruder, No. 55 Douglas Street.

(h) **Maple Avenue between Kenilworth Avenue South and Crosthwaite Avenue South**

The Committee was in receipt of a report dated 1995 June 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Maple Avenue between Kenilworth Avenue South and Crosthwaite Avenue South, such that parking is prohibited:

(i) on the north side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **Laura Court**

The Committee was in receipt of a report dated 1995 June 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Laura Court commencing at Woodman Avenue and extending to a point 119 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **Intersection of South Street and Dundurn Street South**
Corner Clearance

The Committee was in receipt of a report dated 1995 June 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the north side of South Street commencing at Dundurn Street South and extending to a point 40 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **No. 77 Leeming Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 July 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 46 feet south of Wright Avenue and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Antonina Traina, No. 77 Leeming Street.

(l) **Templemead Drive**

The Committee was in receipt of a report dated 1995 July 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the by-law entry allowing for a "No Parking" regulation on the south and west sides of Templemead Drive commencing at Independence

Drive and extending to the south property line of No. 314 Templemead Drive be rescinded.

(m) **Forest Avenue**

The Committee was in receipt of a report dated 1995 July 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 8:00 a.m. to 6:00 p.m., 7 days a week" regulation on the south side of Forest Avenue commencing at John Street South and extending to a point 128 feet westerly therefrom be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **West 35th Street between Leslie Avenue and Scenic Drive**

The Committee was in receipt of a report dated 1995 July 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of West 35th Street between Leslie Avenue and Scenic Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **Catharine Street North between Burlington Street East and Brock Street**

The Committee was in receipt of a report dated 1995 July 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on both sides of Catharine Street North between Burlington Street East and Brock Street and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit per one, two and three family dwelling abutting the block, and any additional permits on a first come first served basis to a maximum of 28 permits.

(p) **East Side of Catharine Street North, north of Cannon Street East**

The Committee was in receipt of a report dated 1995 July 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Catharine Street North commencing at Cannon Street East and extending

to a point 214 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(q) **King Street West (northerly and southerly branches) between Paisley and Marion Avenues**

The Committee was in receipt of a report dated 1995 August 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing two-hour parking meters in the northerly and southerly branches of King Street West between Paisley and Marion Avenues be replaced with three-hour parking meters and that the City Traffic By-law No. 89-72 be amended accordingly.

(r) **Emerald Street North between Barton Street East and Robert Street**

The Committee was in receipt of a report dated 1995 July 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Emerald Street North between Robert Street and Barton Street East be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side and that the City Traffic By-law No. 89-72 be amended accordingly.

(s) **No. 70 Tragina Avenue South Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1995 July 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Tragina Avenue South commencing at a point 25 feet north of Central Avenue and extending to a point 29 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Carla Perette, No. 70 Tragina Avenue South.

(t) **Rockway Court**

The Committee was in receipt of a report dated 1995 July 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That parking be prohibited on the north and west sides of Rockway Court from a point 233 feet east of Parkwood Crescent to the northerly end; and,

(b) That parking be prohibited on the south and east sides of Rockway Court from a point 271 feet east of Parkwood Crescent to the northerly end; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(u) **Intersection of Springer Avenue and Maplewood Avenue Corner Clearance**

The Committee was in receipt of a report dated 1995 August 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the north side of Maplewood Avenue commencing at Springer Avenue and extending to a point 82 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(v) **East Side of Locke Street, south of Herkimer Street**

The Committee was in receipt of a report dated 1995 August 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Thirty Minute Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Locke Street commencing at a point 65 feet south of the south curb line of Herkimer and extending to a point 48 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(w) **Whitney Avenue between Broadway Avenue and Emerson Streets**

The Committee was in receipt of a report dated 1995 August 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Whitney Avenue between Broadway Avenue and Emerson Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(x) **Chris Court**

The Committee was in receipt of a report dated 1995 August 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Chris Court commencing at Skyview Drive and extending to a point 97 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(y) **Picton Street West between Bay Street North and MacNab Street North**

The Committee was in receipt of a report dated 1995 August 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of Picton Street West between Bay Street North and MacNab Street North and that the City Traffic By-law No. 89-72 be amended accordingly.

(z) **No. 209 Rebecca Street Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1995 July 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Rebecca Street commencing at a point 84 feet west of Cathcart Street and extending to a point 19 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Jo-Anne Martin, No. 209 Rebecca Street.

(aa) **Intersection of Emerald Street North and Evans Street**

The Committee was in receipt of a report dated 1995 July 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound traffic on Evans Street be required to stop for northbound and southbound traffic on Emerald Street North and that the City Traffic By-law No. 89-72 be amended accordingly.

(ab) **Intersection of Acadia Drive and Annapolis Way**

The Committee was in receipt of a report dated 1995 June 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Acadia Drive be required to stop for eastbound and westbound traffic on Acadia Drive/Annapolis Way and that the City Traffic By-law No. 89-72 be amended accordingly.

(ac) **Intersection of Gagliano Drive and Cellini Avenue**

The Committee was in receipt of a report dated 1995 June 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound traffic on Gagliano Drive be required to stop for northbound and southbound traffic on Cellini Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(ad) **Intersection of East 5th Street and Empress Avenue**

The Committee was in receipt of a report dated 1995 July 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on East 5th Street be required to stop for eastbound and westbound traffic on Empress Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(ae) **Intersection of Denten Street and Loyalist Drive**

The Committee was in receipt of a report dated 1995 July 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Denten Street be required to stop for northbound and southbound traffic on Loyalist Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(af) **Intersection of Brigade Drive and Perthshire Court**

The Committee was in receipt of a report dated 1995 August 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Perthshire Court be required to stop for eastbound and westbound traffic on Brigade Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(ag) **Intersection of Graystone Drive and Glenvale Drive**

The Committee was in receipt of a report dated 1995 July 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Graystone Drive be required to stop for eastbound and westbound traffic on Glenvale Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(ah) **No. 91 Peter Street South**
An Amendment to Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1995 July 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 63943 C.D. to the property at No. 91 Peter Street be amended, at the property owner's expense, to allow two vehicles to be parked on the City road allowance; and,

(b) That the City Solicitor be directed to process the documents in relation to the amendment of this agreement.

(ai) **No. 6 Somerset Avenue**
Discharge of 2 Residential Boulevard Parking agreements

The Committee was in receipt of a report dated 1995 July 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the two existing residential boulevard parking agreements registered as Instrument Nos. 170759 and 13448 C.D. to the property at No. 6 Somerset be discharged, at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the discharge of these agreements; and,

(c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

(aj) **Application to lease a portion of the boulevard of St. Clair Avenue adjacent to No. 712 Main Street East for parking purposes - Hamilton Regional Indian Centre**

The Committee was in receipt of a report dated 1995 June 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Marie Kachmarsky of the Hamilton Regional Indian Centre, No. 712 Main Street East, to lease a portion of the boulevard of St. Clair Avenue, adjacent to No. 712 Main Street East, be approved, provided that:

(a) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $60.82 per space per year) plus taxes, if any, in addition to the $10. encroachment insurance charge approved by the City Council on 1984 February 14; and,

(b) the owner pays a one-time $50. registration fee, as approved by the City Council on 1986 January 14; and,

(c) the owner pays a one-time $214. processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

(d) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

(e) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

(f) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(ak) **No. 77 Homewood Avenue**
Amendment to a residential boulevard parking agreement

The Committee was in receipt of a report dated 1995 July 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 363696 C.D. to the property at No. 77 Homewood Avenue be amended, at the property owner's expense, to allow two vehicles to be parked on the City road allowance; and,

(b) That the City Solicitor be directed to process the documents in relation to the amendment of this agreement.

C. **DIRECTOR OF PROPERTY**

Offer to Purchase (Easement) Authority to Enter
Parking of 26 Ewan Road - Sale to Union Gas Limited

The Committee was in receipt of a report dated 1995 August 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Offer to Purchase (Easement) for the installation and maintenance of an underground natural gas pipeline, executed by Union Gas Limited (J.R.

Anderson, Vice-President), on 1995 August 8 and scheduled to close on or before 1995 October 5, for the lands being part of Lot 55, Concession 1, in the former Township of Ancaster, now in the City of Hamilton, being a parcel of land having dimensions of 7.657 metres (25.12 feet) more or less, along the western limit of Part 1 on Plan 62R-13242, by 3.77 metres (12.37 feet) more or less, along the northern limit of Part 1 on Plan 62R-13242, comprising an area of 28.82 square metres (310.20 square feet) more or less, also shown as the northern half of Part 4 on Plan 62R-6555, known municipally as part of 26 Ewen Road, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $1,240. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(b) That the required deposit cheque in the amount of $124. be held by the City Treasurer pending Council approval; and,

(c) That an Authority to Enter executed by Union Gas Limited on 1995 August 8, for the lands being part of Lot 55, Concession 1, in the former Township of Ancaster, now in the City of Hamilton, being a parcel of land having dimensions of 7.657 metres (25.12 feet) more or less, along the western limit of Part 1 on Plan 62R-13242, by 3.77 metres (12.37 feet) more or less, along the northern limit of Part 1 on Plan 62R-13242, comprising an area of 28.82 square metres (310.20 square feet) more or less, also shown as the northern half of Part 4 on Plan 62R-6555, known municipally as part of 26 Ewen Road, Hamilton, be approved; and,

(d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(e) That in accordance with Real Property Sales Procedural By-law No. 95-049,

(i) satisfactory Notice has been given to the public of the intended sale; and,

(ii) no appraisal of the fair market value of the property being sold was obtained as the lands are exempt from this requirement; and,

(iii) the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

D. <u>CITY ENGINEER</u>
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(i) **Advertent Encroachment Agreement**
401 MacNab Street North

The Committee was in receipt of a report dated 1995 July 31 from the Senior Director, Roads Department respecting the subject matter.

That the application of J.R. Ferreira and M.E. Ferreira, owners of No. 401 MacNab Street North, to erect and maintain the encroachment of a balcony measuring 3.96m x 0.57m and steps measuring 1.32m x 0.76m onto the road allowance of MacNab Street, be approved during the pleasure of Council, provided:

(a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of

action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement; and,

(c) That the owner pay a first year fee of $252. for processing and registration and an annual fee of $20. for this encroachment.

(ii) **Temporary Road Closures**
Aquafest 1995 July 23 and July 24

The Committee was in receipt of a report dated 1995 August 3 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in permitting the application of The Regional Municipality of Hamilton-Wentworth, to temporarily close the following City streets on Saturday, 1995 July 23 from 9:00 o'clock a.m. to 10:00 o'clock p.m. and on Sunday, 1995 July 24 from 9:00 o'clock a.m. to 8:00 o'clock p.m.:

Bay Street North from Burlington to Guise

MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Guise
Mary Street North from Burlington to Guise
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay to Ferguson
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

be approved, provided that:

(a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(b) That the applicant provide a certificate of insurance evidencing $2,000,000. public liability insurance; that the Corporation of the City of Hamilton is shown as an additional insured; and that the policy provides for cross-liability and severability; and,

(c) That the applicant agree, in writing, to hold the Corporation of the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(d) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(e) That all barricading be supplied by and at the expense of the applicant; and,

(f) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic; and,

(g) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer; and,

(h) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(i) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(iii) **Street Incorporation**

The Committee was in receipt of a report dated 1995 August 10 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into various streets:

Upper Paradise Road	Block 69	Plan 62M-747
Hawkswood Trail	Block 75	Plan 62M-747; and,

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

E. <u>INFORMATION REPORTS</u>

Information Reports

The Committee was in receipt of a information report dated 1995 August 16 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the attached list of information reports that were previously distributed to the Committee, be received.

Date	From	Subject	Date
1995 June 30	Doug Lobo, Commissioner of Public Works and Traffic	Appointments to the Keep Hamilton Clean Committee	1995 June 30
1995 July 5	Ted Gill Senior Director of Roads Department	Part Time Turn Prohibition James Mountain Road to Markland Street	1995 July 6
1995 July 4	Doug Lobo, Commissioner of Public Works and Traffic	Weed Spraying in Street Gutters	1995 July 6
1995 June 20	Allan C. Ross Treasurer	Canada/Ontario Infrastructure Projects	1995 July 6

1995 July 6	MOEE (Ministry of Environment and Energy)	Public Meeting and Request for on MOEE/GO Transit Draft Protocol for Noise and Vibration Assessment	1995 July 12
1995 July	Ontario Good Roads Association	News Bulletin No. 27	1995 July 26
1995 July 17	P. J. Halliday, Senior of Environmental Services	Site Specification Permit Application for a Provisional Certificate of Approval No. A841089 for Transformer and Switchgear Services Company Ltd.	1995 July 26
1995 July	Ontario Good Roads Association	News Bulletin No. 28	1995 August 1
1995 July 10	M.C.J. Watson, Manager Real Estate Division, Property Department	City Reserve Property - Somerset Survey Plan 431, Alley bounded by Cannon Street East, Somerset Avenue and Barnsdale Avenue North Metal Enclosure in City Alley Lease Agreement - Flaherty Mfg. Ltd.	1995 August 1
1995 August 2	Doug Lobo, Commissioner of Public Works and Traffic	White-Washing Human Figures on on City Walkways	1995 August 2
1995 July 7	Doug Lobo, Commissioner of Public Works and Traffic	Insect Infestation in Urban Tree Population	1995 August 16
1995 July 12	Doug Lobo, Commissioner of Public Works and Traffic	Garbage Pick-up in Alleyways in the Downtown Core	1995 August 16

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) PUBLIC WORKS DIVISION

(i) MacNab-Charles Heritage Conservation District Proposal to Bury Overhead Wires and Install Historic Street Lighting

The Committee was in receipt of a report dated 1995 August 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That Hamilton Hydro Electric System, Bell Canada and Cable TV be directed to bury the overhead wires on MacNab Street South between Bold and Hurst, on Charles Street between Bold and Hurst and on Hurst Place between MacNab and Park in conjunction with the 1995 Reconstruction Program; and,

(b) That historic street lighting be installed on MacNab, Charles and Hurst Place within the above-noted limits; and,

(c) That the Finance and Administration Committee recommend the method of financing this work estimated at $100,000.

(ii) Gore Park Walkways/King Street Reconstruction

The Committee was in receipt of a report dated 1995 August 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That $75,000. be used from CF52954201012 Roadway and Sidewalk Reconstruction Program for the reconstruction of walkways in Gore Park; and,

(b) That the Region be authorized to proceed with this project expeditiously.

The committee further directed that the Commissioner of Public Works and Traffic forward progress letters to both the Transport and Environment Committee and the Parks and Recreation Committee on a two week schedule updating the committees on the construction progress and the accessability of the area.

(iii) **Request to Allow Overnight Parking on Cannon Street East between Sherman Avenue and Lottridge Street**

The Committee was in receipt of a report dated 1995 August 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Morelli indicated that area residents required overnight on-street parking and following discussion the Committee approved the following amended recommendation:

That Cannon Street East between Sherman Avenue and Lottridge Street be deleted from the "Through Street" designation in order that on street parking be allowed between 2:00 a.m. and 7:00 a.m. each day and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **TRAFFIC DIVISION**

(i) **Glendale Avenue and King Street East and Stinson Street and Wentworth Street South School Crossing Guards**

The Committee was in receipt of a report dated 1995 August 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Morelli indicated that he could not support the removal of the school crossing guard at the intersection of Glendale Avenue and King Street East and following discussion the Committee approved the following amended recommendation:

That a School Crossing Guard be located on a permanent basis at Stinson Street and Wentworth Street South during the morning and evening school crossing periods only.

(ii) **Parking Regulations on Acadia Drive**

At the request of Alderman Agro, the committee agreed that this item be tabled.

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC/ CHIEF ADMINISTRATIVE OFFICER**

Sewer Laterals - the management of tree roots in Sewer Laterals for both City and Regional Trees

The Committee was in receipt of a report dated 1995 August 17 from the Commissioner of Public Works and Traffic and Chief Administrative Officer respecting the subject matter.

Following considerable discussion the Committee approved the following amendment to the recommendation:

(d) That, in the interim, the Commissioner of Public Works and Traffic notify the Region of Hamilton-Wentworth of sewer lateral defects discovered during tree root removal procedures.

Subsequently, the committee approved the following amended recommendation:

(a) That the Region of Hamilton-Wentworth be requested to include within the scope of their proposed Sewer Laterals - Ownership and Maintenance Plan, the management of tree roots in sewer laterals for both City and Regional trees; and,

(b) That the Region of Hamilton-Wentworth be requested to initiate their management plan of sewer laterals and tree roots in sewer laterals in the Region's 1996 Capital Budget; and,

(c) That upon the endorsement by both City and Regional Councils of the tree roots in sewer laterals aspect of the proposed Regional Sewer Laterals - Ownership and Maintenance Plan, the City transfer the full current budget funding available for costs relating to tree root blockage/damage by City trees, in Account No. CH56321 60430 and CH55351 60430 being $91,560. and funds related to tree root blockage/damage on Regional Roads CH56398 62903 and, in addition, a one time payment for the first year of phase in for the maintenance plan, of $68,285.33 being that amount over expended for City tree root management in 1994; and,

(d) That, in the interim, the Commissioner of Public Works and Traffic notify the Region of Hamilton-Wentworth of sewer lateral defects discovered during tree root removal procedures.

Note: Alderman Copps recorded opposed

5. **CHIEF ADMINISTRATIVE OFFICER**

Proposed Transfer of the Upper Ottawa Landfill Site from the Regional Municipality of Hamilton-Wentworth to the City of Hamilton

The Committee was in receipt of a report dated 1995 August 17 from the Chief administrative Officer respecting the subject matter.

During discussion, Mr. Turvey indicated that the Regional Municipality of Hamilton-Wentworth would retain the responsibility for environmental issues associated with the landfill site and that the recommendation deals with the transfer of land only.
Following further discussion, the Committee approved the following recommendation:

(a) That the City's Chief Administrative Officer be directed to establish an interdepartmental review team to evaluate the cost/benefits of the proposed transfer of ownership of the Upper Ottawa Landfill Site to the City; recognizing that the evaluation will include but not be limited to the following issues:

(i) The status of outstanding debt/debenture for capital works completed, in progress and projected as necessary to ensure the integrity and function of the landfill site; and,

(ii) Options for environmental impairment liability through insurance via the Region or indemnification agreements which protect the City against environmental liabilities; and,

(iii) Comprehensive site planning to establish realistic end use options recognizing current constraints, regulations and public perceptions for land fill sites; and,

(iv) Capital and current budget implications for end use alternatives; and,

(v) Review of land transfer boundaries to reflect optimum current use and proposed end use; and,

(b) That the Region of Hamilton-Wentworth be advised that the City of Hamilton will not accept transfer of the landfill site prior to completing this review.

6. CITY ENGINEER
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(a) **Premier Waste Systems Ltd.**
Application to amend Provisional Certificate of Approval No. 100210 for a Waste Disposal Site (Processing), 306 Lake Avenue North

The Committee was in receipt of a report dated 1995 August 3 from the Senior Director, Environmental Services Department respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton supports, in principle, Premier Waste Systems Ltd. receiving an amendment to its Provisional Certificate of Approval to operate a Waste Disposal Site (Processing) for the site located at No. 306 Lake Avenue North, Hamilton, subject to the following conditions:

(i) Premier Waste Systems' request to accept 10% food and other putrescible type of domestic waste (commercial) from their total daily collection not be accepted; and,

(ii) Proper corrective actions by Premier Waste Systems to prevent or resolve any loading increases to the sewage treatment plant through sewage discharges be initiated accordingly. These initiatives may include, but is not limited to, pollution prevention measures, utilizing a licensed waste hauler, an Overstrength Agreement or a Compliance Agreement (subject to approval); and,

(iii) Premier Waste Systems implement measures for monitoring and detecting "off-site" odour emissions and controlling odour from

off-loading trucks before the vehicles leave the premises. Furthermore, the truck hauling areas should also be de-odourized on a regular basis; and,

(iv) All environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City By-laws are complied with fully; and,

(b) That the MOEE clarify, to the Region, the methodology the proponent will utilize to ensure all solid non-hazardous IC&I wastes amounts received and stored daily do not exceed the established quantities, in the absence of a weigh scale on site; and,

(c) That a copy of this report be forwarded to the West Central Branch of the MOEE for their consideration in the preparation of the Certificate of Approval regulating the activities proposed by Premier Waste Systems; and,

(d) That the MOEE be requested to forward a copy of Premier Waste Systems final amended Certificate of Approval for the operation of a Waste Disposal Site (Processing) to the City of Hamilton.

(b) **Plastimet Inc.**
Application for a Certificate of Approval
No. A650078 for a Waste Disposal Site (Processing)

The Committee was in receipt of a report dated 1995 July 18 from the Senior Director, Environmental Services Department respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Plastimet Inc. receiving a Provisional Certificate of Approval for a Waste Disposal Site (Processing), located at No. 119 Princess Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City By-laws are complied with fully; and,

(b) That a copy of this report be forwarded to the West Central Branch of the MOEE for its consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility proposed by Plastimet Inc.

Note; Alderman Copps recorded opposed.

(c) **Proposed Outdoor Cafe**
33 Hess Street South

The Committee was in receipt of a report dated 1995 July 21 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the application of Y. Tsangarakis, proprietor of the Diva Wine Bar and Bistro, (33 Hess Street South, Hamilton), on behalf of the owners, Tarador Holdings, to establish an outdoor boulevard cafe at No. 33 Hess Street South, measuring 6.45m x 3.66m, on the Hess Street South road

allowance, be approved during the pleasure of Council, subject to the following:

(i) That the applicant and owner enter into a Boulevard Cafe Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the City Solicitor; and,

(ii) That the applicant or owner pay the processing and registration fee of $958. and first annual encroachment fee of $200. plus taxes, if applicable; and,

(iii) That the applicant provide proof of $2,000,000. public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(iv) That the applicant occupy the licensed area of the boulevard from May 1 to October 31 of each year of the agreement, and that all furniture, equipment, etc. be removed from the road allowance at all other times; and,

(v) That the applicant provide access for the physically disabled utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25; and,

(vi) That clearance and access be provided for Hamilton Hydro and Union Gas for their plants within the patio limits; and,

(b) That the Mayor, the City Clerk and the City Treasurer be authorized and directed to execute the Boulevard Cafe Agreement.

(d) **Hess Village Criterium, 1995 August 25**
National Cycling Championship, 1995 August 27

The Committee was in receipt of a report dated 1995 August 16 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be approved in authorizing the applications of the National Cycling Championship organization to temporarily close the following City streets:

(a) From 6:00 o'clock p.m. to 11:00 o'clock p.m. on Friday, 1995 August 25:

Hess Street:	Main Street to King Street
George Street:	Queen Street to Pearl Street
Pearl Street:	King Street to George Street

to hold the Hess Village Criterium; and,

(b) From 12:00 o'clock noon to 6:00 o'clock p.m. on Sunday, 1995 August 27:

MacNab Street:	Herkimer Street to Duke Street
Duke Street:	Hess Street to MacNab Street
Hess Street:	Duke Street to Main Street

to hold the Hamilton Senior Men and Women cycling race, subject to the following conditions:

(i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(ii) That the applicant provide proof of $5,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(iv) That all barricading be supplied by and at the expense of the applicant; and,

(v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic; and,

(vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer; and,

(vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(e) **Westdale Village, Fall Festival 95**

The Committee was in receipt of a report dated 1995 August 16 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the application of the Westdale Village B.I.A. to temporarily close King Street West between North Oval and Sterling Street from Thursday, 1995 September 14 at 6:00 o'clock p.m. to 12:00 o'clock midnight on Saturday, 1995 September 16, in order to hold a "Fall Festival 95"; be approved, subject to the following conditions;

(i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by

the Chief of Police or his/her designate be obtained; and,

(ii) That the applicant provide proof of $2,000,000. public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(iv) That all barricading be supplied by and at the expense of the applicant; and,

(v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic and at the expense of the applicant; and,

(vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

(vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

(viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(b) That the applicant be permitted to have currently liquor licenced establishments within the closure area sell alcohol on the King Street West road allowance,between North Oval and Sterling Street, from 12:00 o'clock noon to 11:00 o'clock p.m. on Friday 1995 September 15 and from 12:00 o'clock noon to 11:00 o'clock p.m. on Saturday, 1995 September 16, provided that:

(i) The applicant provide proof of $5,000,000. public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(ii) The L.L.B.O. be advised that the City of Hamilton has no objection to the issuance of a temporary extension of liquor licence for the New Village Restaurant, Hillebrand Wine Shop, the Bean Bar and the Snooty Fox from Friday, 1995 September 15, to Saturday, 1995 September 16, in conjunction with the Westdale Village Fall Festival 95, on the condition the above noted requirements are satisfied.

(f) **Construction Deficiencies - Warren Avenue Contract RHW-92-64 (HW)**

The Committee was in receipt of an information report dated 1995 August 17 from the Senior Director, Roads Department respecting the subject matter.

Following brief discussion, the committee agreed that the item be received and that the Senior Director of the Roads Department be directed to report back on the matter.

(g) **Maintenance of Regional Roads in Area Municipalities**

Following a brief update from Mr. Turvey, the committee agreed that the item be received.

(h) **Request for Proposal with the Region for the Collection of Residential Garbage in the City of Hamilton**

The Committee was in receipt of correspondence dated 1995 May 18 from the Office of the Regional Clerk respecting the subject matter.

The committee was further in receipt of a report dated 1995 August 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Turvey and Mr. Firth-Eagland reviewed the issue with the committee and following considerable discussion the Committee approved the following amended recommendation:

(a) That the Region of Hamilton-Wentworth's Transportation and Environmental Services Group be advised that the City of Hamilton does not wish to participate in a Request for Proposal with the Region, for the collection of residential garbage in the City of Hamilton; and,

(b) That the Commissioner of Public Works and Traffic be directed to continue with the existing public sector format for curbside collection in Hamilton recognizing the Department's commitment to a continuous improvement program which is aimed at delivering incremental service improvements and tangible cost savings; and,

(c) That the Commissioner of Public Works and Traffic be directed to report on an ongoing basis on further cost savings in waste management, achievable through continuous improvement and reflecting operational efficiencies derived from the implementation of the new Regional Solid Waste Management Contract; and,

(d) That the Chief Administrative Officer, Commissioner of Public Works and Traffic and the Commissioner of Human Resources be directed to commence early negotiations with the Local Union representatives to address the City of Hamilton Sanitation Division Union Contracts for 1996 and beyond.

7. **OTHER BUSINESS**

(a) **Intersection Control - Britannia Avenue and Tolton Avenue**

Alderman Copps raised the issue of intersection control at Britannia Avenue and Tolton Avenue and following brief discussion, the committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Britannia Avenue and Tolton Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

8. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 August 21

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 22
File No. TEC-215-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 33 Bingham Road -
Request for Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Bingham Road commencing at a point 59 feet north of Ayr Avenue and extending to a point 36 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

L Lutt-England for
Doug Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

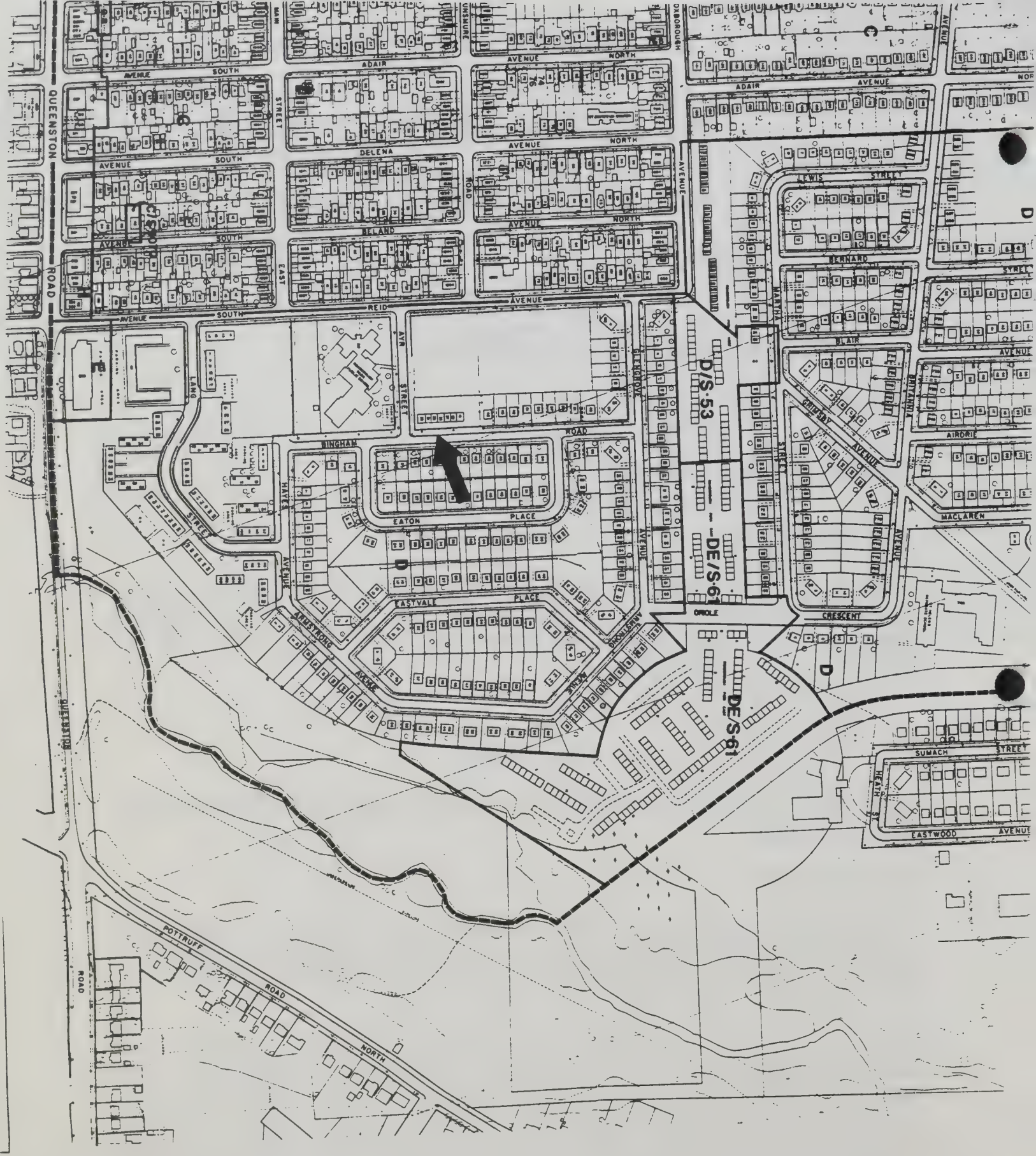
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Barb Wiles, 33 Bingham Road, that a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Bingham directly in front of her home since her granddaughter is disabled and requires the use of Darts vehicles.

Bingham has a 24 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Due to the narrow frontage of Mrs. Wiles property, it will be necessary to erect the signs partially in front of the property to the south and this resident has advised that she supports the request. The implementation of the requested regulation would result in the loss of only two legal on-street parking spaces during weekdays. However, since the applicant has agreed to limit the hours of the regulation such that parking may occur after 5:00 p.m. each evening and all day on weekends, staff does not anticipate any parking difficulties for area residents and concurs with the request.

SH/CVB/MBH/ab


QUEENSTON ROAD
ADAIR AVENUE
DELENA AVENUE
BELAND AVENUE
REID AVENUE
BINGHAM ROAD
EATON PLACE
EASTVALE PLACE
ARMSTRONG AVENUE
ANSTRUTHER AVENUE
ORIOLE CRESCENT
LEWIS STREET
BERNARD AVENUE
BLAIR AVENUE
GRIMSBY AVENUE
AIRDRIE AVENUE
MACLAREN AVENUE
SUMACH STREET
EASTWOOD AVENUE
POTTRUFF ROAD NORTH
D/S-53
DE/S-61
DE/S-61

2(BXiX6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 24
File No. TEC-216-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Robson Crescent - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the north and east sides of Robson Crescent commencing at the east property line of #57 Robson Crescent and extending to the north property line of #51 Robson Crescent be revised such that the regulation commences at the east property line of #57 Robson Crescent and extends to a point 86 feet north of the north curb line of Robson Crescent, and that the City Traffic By-law 89-72 be amended accordingly.

L Lutt-England for
Doug Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of revising the subject signs.

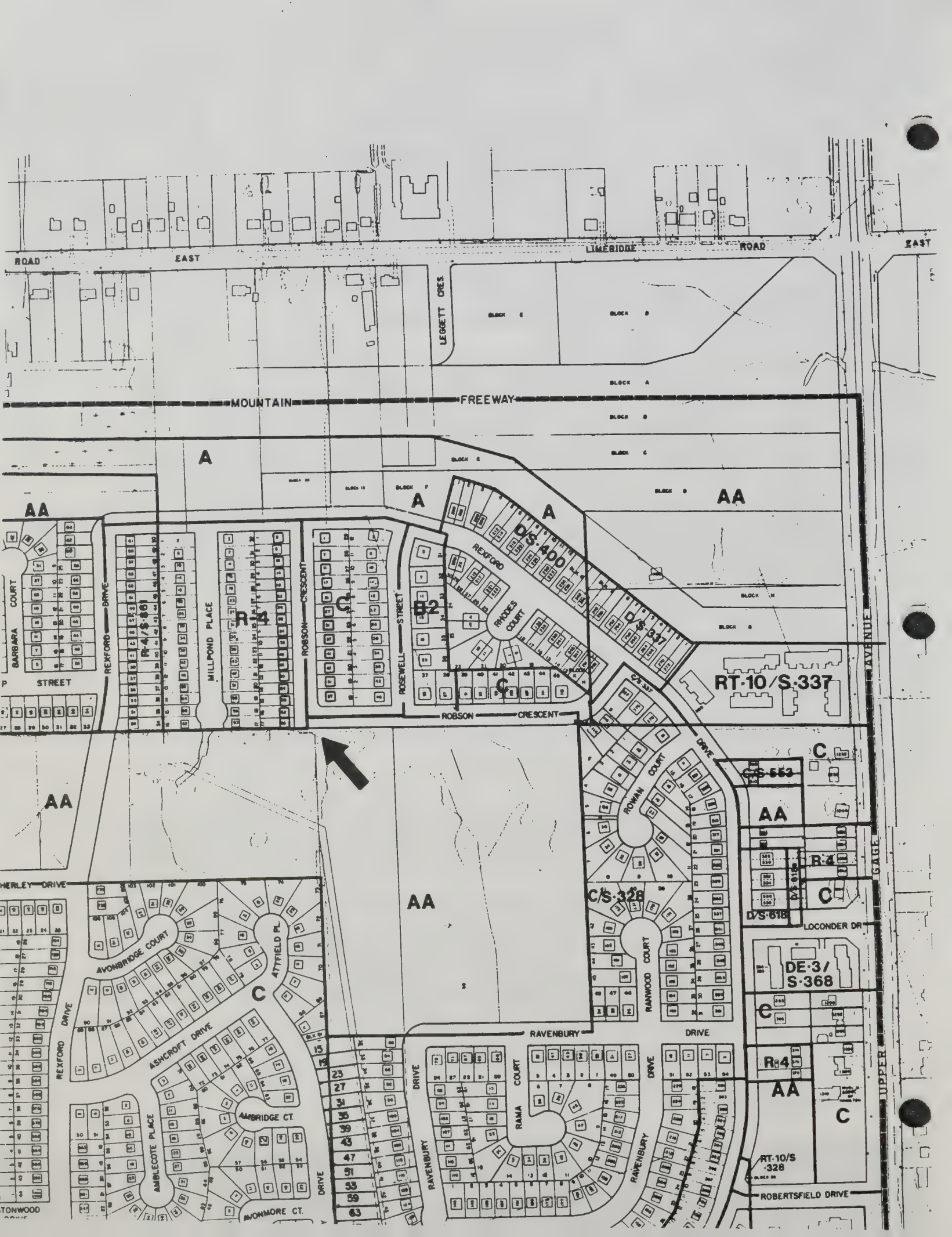
BACKGROUND:

The City Council at its meeting held 1995 June 27, approved a request from Alderman Henry Merling to erect a "No Parking" regulation on the east, north and south sides of Robson Crescent to facilitate traffic movement. The signs were erected shortly thereafter.

Since that time staff has been contacted by Mrs. Cathy Phimister, 47 Robson Crescent requesting that the sign defining the northerly limits of the subject regulation be relocated to the south side of the driveway of 51 Robson Crescent. Staff has contacted Mrs. Grace Piro, 51 Robson Crescent and she has agreed to the relocation of the sign to the south side of her driveway as she is the one who requested the subject regulation. Therefore, staff concurs with this request.

There would be no loss of on-street parking associated with the relocation of this sign.

SH/CVB/MBH/ab


LIMERIDGE ROAD EAST
LEGGETT CRES.
MOUNTAIN FREEWAY
REXFORD DRIVE
BARBARA COURT
MILLPOND PLACE
ROBSON CRESCENT
ROSEWELL STREET
RHODES COURT
D/S-400
D/S-337
RT-10/S-337
ROWAN COURT
C/S-553
C/S-328
D/S-618
LOCONDER DR.
DE-3/S-368
RANWOOD COURT
RAVENBURY DRIVE
RAMA COURT
RT-10/S-328
ROBERTSFIELD DRIVE
GAGE AVENUE
HERLEY DRIVE
AVONBRIDGE COURT
ATTFIELD PL.
ASHCROFT DRIVE
AMBRIDGE CT.
AMBLECOTE PLACE
AVONMORE CT.
R-4/S-661
AA
A
C
R4

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 24
File No. TEC-217-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 166 Maplewood Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Maplewood Avenue commencing at a point 76 feet west of Cedar Avenue and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Megan Duguay, No. 166 Maplewood Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

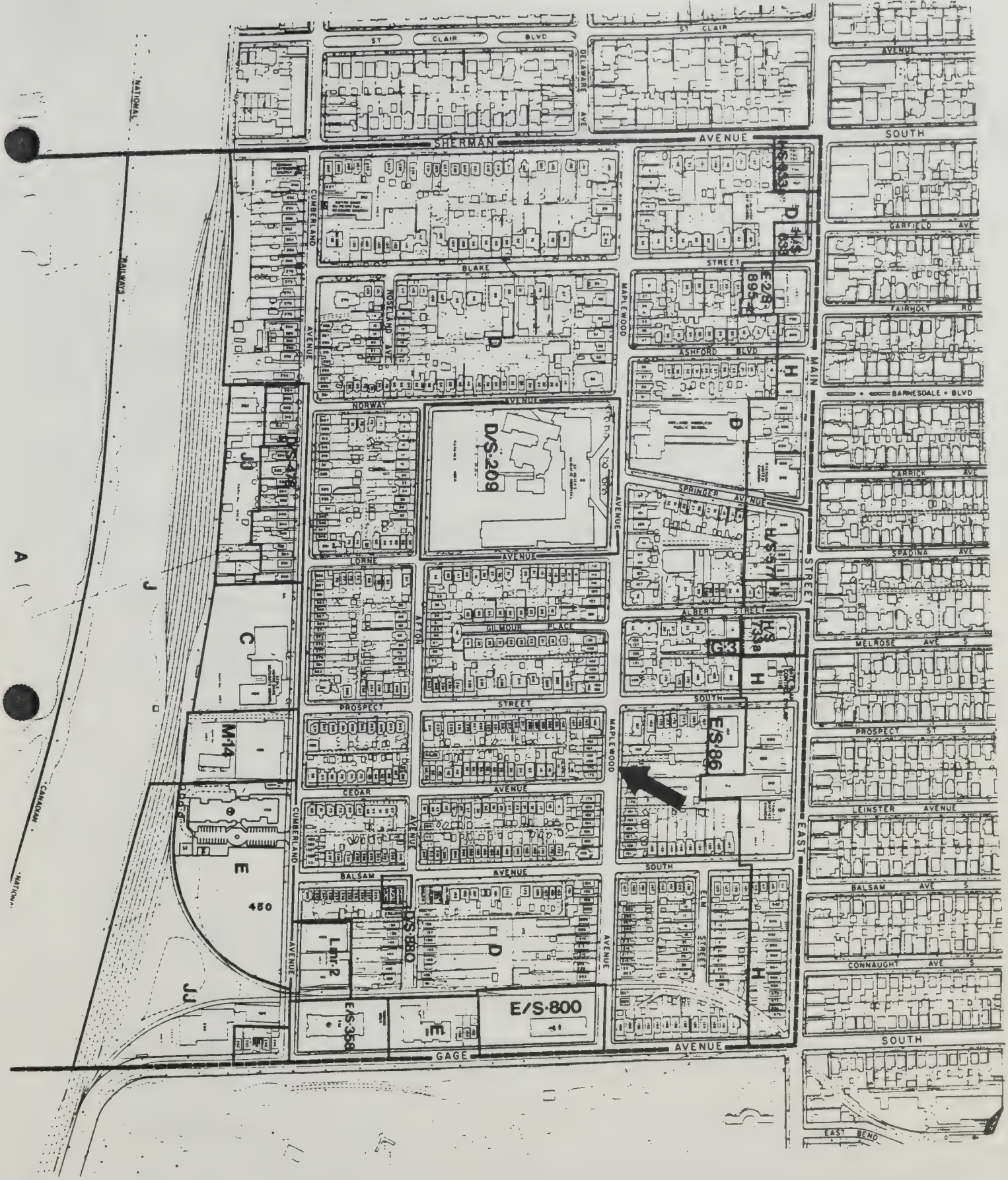
BACKGROUND:

Staff has received a request from Megan Duguay that a reserved "Permit Parking" space be designated on the south side of Maplewood Avenue in front of her home since she is disabled.

Maplewood has a 40 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy required, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Megan Duguay possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MBH/klk


ST CLAIR BLVD
ST CLAIR AVENUE
SOUTH
SHERMAN AVENUE
GARFIELD AVE
BLAKE STREET
FAIRHOLT RD
ASHFORD BLVD
MAIN STREET
BARNESDALE BLVD
NORWAY AVENUE
CARRICK AVE
SPRINGER AVENUE
SPADINA AVE
LORNE AVENUE
GILMOUR PLACE
ALBERT STREET
MELROSE AVE S
PROSPECT STREET
PROSPECT ST S
CEDAR AVENUE
LEINSTER AVENUE
BALSAM AVENUE
BALSAM AVE S
CONNAUGHT AVE S
GAGE AVENUE
EAST BEND
E/S-800
D/S-209
E/S-886
M-14
450
L-HV-2
E/S-358
D/S-880
CANADIAN NATIONAL RAILWAYS

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 28
File No. TEC-218-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 156 Markland Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Markland Street commencing at a point 65 feet east of the east curb line of Bruce Street and extending to a point 22 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Carol Sheppard, 156 Markland Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Carol Sheppard, 156 Markland Street, that a reserved "Permit Parking" space be designated on the north side of Markland Street in front of her home since she is disabled.

Markland has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the south side and a part-time parking prohibition to facilitate street maintenance operations on the north side of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Sheppard possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MBH/ab


HESS ST. SOUTH
BRUCE ST.
RAVENSCLIFFE AVENUE
CAROLINE ST. SOUTH
ARGYLE AVENUE
MARKLAND STREET
TURNER AVE.
BAY STREET SOUTH
UNDERCLIFFE AVE.
GLOUCESTER RD.
CHILTON PLACE
HERKIMER
69
65
21
14
2
3

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 30
File No. TEC-220-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 30 Pearson Drive - Parking Regulation

RECOMMENDATION:

That the existing "No Parking" regulation on the west side of Pearson Drive commencing at a point 347 feet south of Mount Pleasant Drive and extending to a point 18 feet southerly therefrom, be removed, and that the City Traffic By-law 89-72 be amended accordingly.

L Lutt-England for
Doug Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

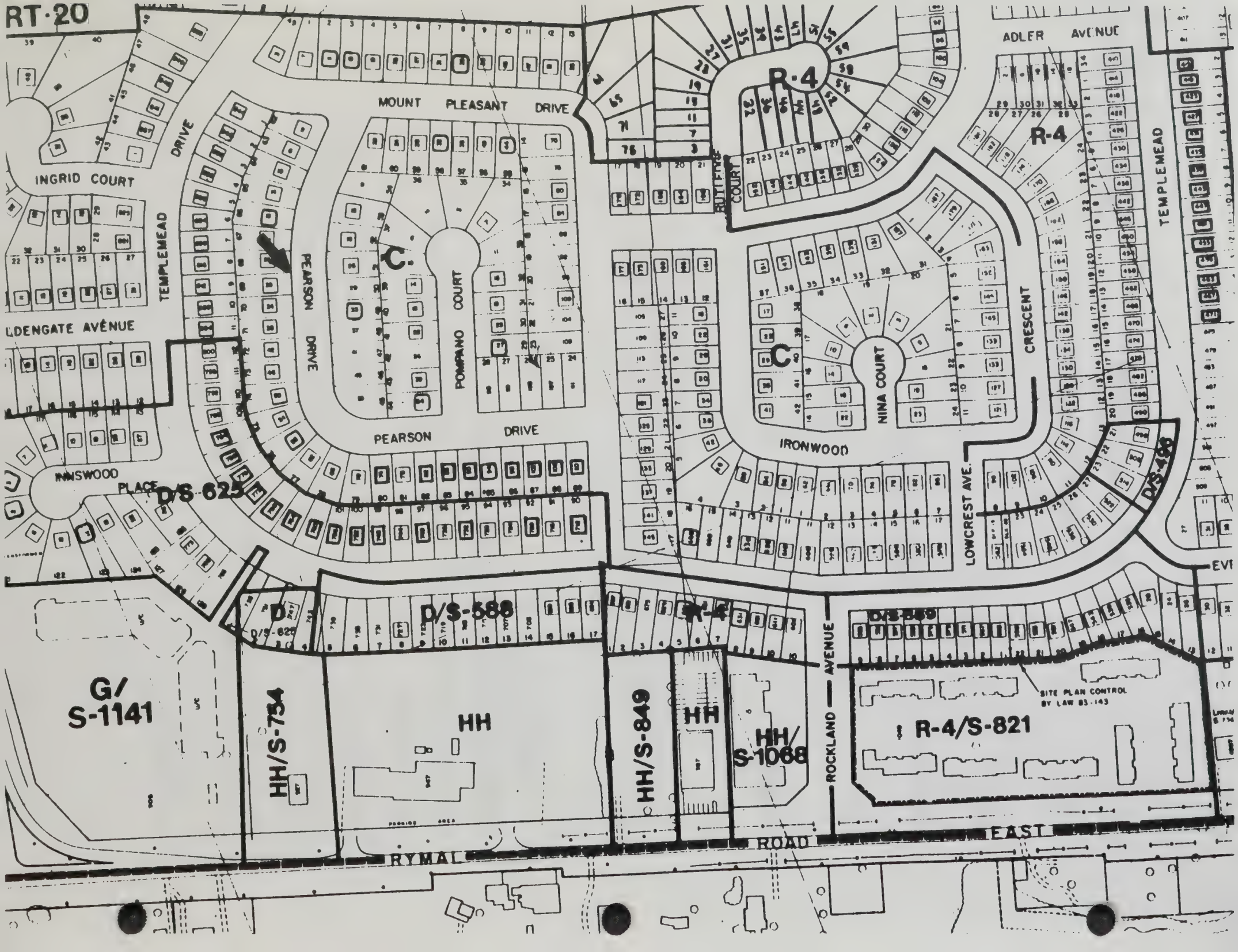
Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mary Policelli, 30 Pearson Drive, that the existing "No Parking" regulation on the west side of the street in front of her home that was implemented for use by her disabled son be removed since they have moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the west side of the street.

NSH\CVB\MBH\ab


RT-20
MOUNT PLEASANT DRIVE
ADLER AVENUE
R-4
INGRID COURT
TEMPLEMEAD DRIVE
PEARSON DRIVE
POMPANO COURT
C
BUTTERS COURT
NINA COURT
CRESCENT
TEMPLEMEAD
LDENGATE AVENUE
PEARSON DRIVE
IRONWOOD
INNSWOOD PLACE
D/S-625
D/S-588
D/S-629
D/S-488
LOWCREST AVE.
ROCKLAND AVENUE
G/S-1141
HH/S-754
HH
HH/S-849
HH
HH/S-1068
D/S-589
SITE PLAN CONTROL BY LAW 83-143
R-4/S-821
RYMAL ROAD EAST

2(b)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 06
File No. TEC-222-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 148 Ray Street North - Request for a Reserved Permit Parking Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Ray Street North commencing at a point 256 feet north of York Boulevard and extending to a point 14 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Demetrios Keramidas, 148 Ray Street North.

L Luft-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Demetrios Keramidas, 148 Ray Street North, that a reserved "Permit Parking" space be designated on the east side of Ray Street North in front of his home since he is disabled.

Ray Street has a 22 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Keramidas possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MH/ab

DEVONPORT STREET
AVENUE
NORTH
INCHBURY
STREET
LOCKE
STREET
CROOKS
STREET
MAGI
STREET
RAY
STREET
NORTH
OXFORD
STREET
GREIG
STREET
BOULEVARD
A/S·569
A/S·450
D/S·450
E/S·481
E/S·481f
H/S·481
H/S·745
H/S·700
H/S·641
H/S·555
H/S·520
H/S·630
E/S·450
E/S·1380
D/S·450
S·1043
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-015
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-013

26(B)(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 06
File No. TEC-184-95 / Author: M. B. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Hughson Street South, North of Charlton Avenue East - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the east side of Hughson Street South between Charlton Avenue East and a point 60 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

L. A. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject parking meter and erecting the necessary "No Stopping" signs. There will be some degree of lost revenue associated with the removal of one metered parking space.

BACKGROUND:

Staff have received a petition signed by representatives of two of the four office buildings on the east side of Hughson in the block between Charlton and Forest requesting that the four parking meters in front of these businesses be removed to facilitate traffic movement on the street.

Hughson Street has a 28 foot width, and presently parking is prohibited at all times on the west side of the street and there are six metered parking spaces on the east side in this block.

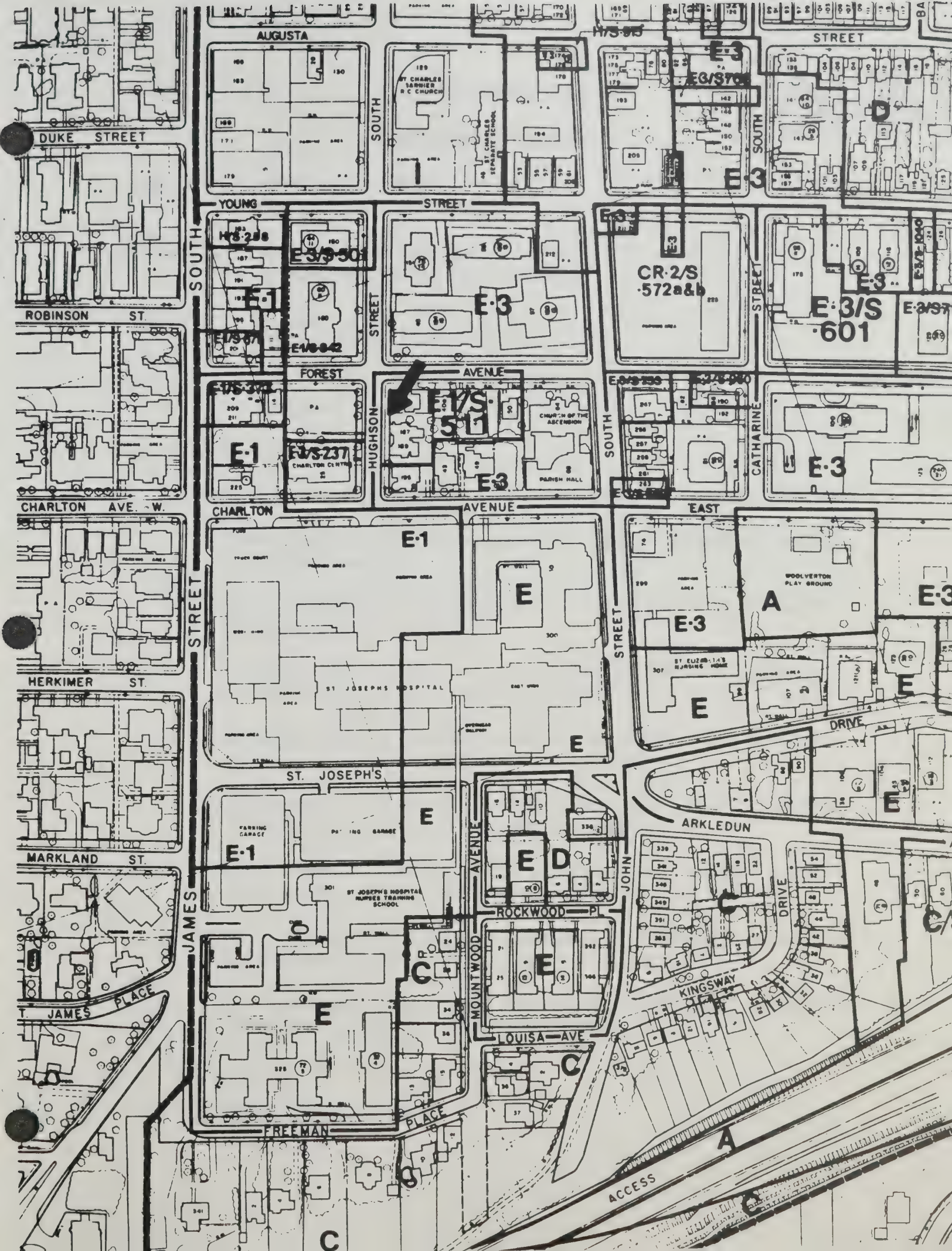
While it would be advantageous from a traffic movement point of view to eliminate parking on the entire east side of the street, staff generally consider a parking prohibition on both sides of a local street to be over restrictive and unnecessary. Also, the Hamilton Parking Authority opposes the removal of the four parking meters from the east side of the street

in this block since there would be an estimated loss of revenue in the order of $5,000. annually.

Alderman Vince Agro has met with some of the petitioners, and advised that he wishes to pursue the removal of only the first parking meter north of Charlton at this time in order to facilitate turning movements at the intersection of Hughson and Charlton.

Staff concurs with Alderman Agro's request.

MBH/ab


AUGUSTA
STREET
DUKE STREET
SOUTH
YOUNG
STREET
ROBINSON ST.
FOREST
AVENUE
HUGHSON
STREET
CHARLTON AVE. W.
CHARLTON
AVENUE
EAST
CATHARINE
STREET
HERKIMER ST.
ST. JOSEPH'S
DRIVE
ARKLEDUN
MARKLAND ST.
JAMES
STREET
MOUNTWOOD
AVENUE
ROCKWOOD
JOHN
DRIVE
KINGSWAY
ST. JAMES PLACE
LOUISA AVE
FREEMAN
PLACE
ACCESS
E-1
E-3
E
A
C
D
CR-2/S-572a&b
E-3/S-601

2(BXiX(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 07
File No. TEC-225-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Request from The Hamilton Parking Authority for Additional Parking Meters on Local Streets

RECOMMENDATION:

a) That one hour metered parking be implemented on the following sections of streets:

- on the south side of Forest Avenue between Hughson Street South and John Street South; and
- on the north side of Forest Avenue between John Street South and Catharine Street South; and
- on the south side of Argyle Avenue commencing at Ottawa Street North and extending to a point 82 feet easterly therefrom; and
- on the north side of Campbell Avenue commencing at Ottawa Street North and extending to a point 71 feet easterly therefrom; and
- on the south side of Britannia Avenue commencing at Ottawa Street North and extending to a point 108 feet easterly therefrom; and
- on the north side of Hope Avenue commencing at Kenilworth Avenue North and extending to a point 107 feet westerly therefrom; and
- on the south side of Hope Avenue commencing at Kenilworth Avenue North and extending to a point 111 feet easterly therefrom; and
- on the south side of Young Street commencing at Catharine Street South and extending to a point 172 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

C. Tuff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Hamilton Parking Authority has advised that sufficient funds are available to cover the cost of installing the subject parking meters, and these costs would be more than offset by the revenue generated by the parking meters.

BACKGROUND:

The Hamilton Parking Authority has requested that parking meters be installed at several locations on local streets within the City. Staff has reviewed these locations and has concluded that parking meters would be appropriate in most instances since the abutting land use is commercial.

In most cases, the areas in question are in the immediate vicinity of Parking Authority off-street parking lots, where parking was removed many years ago to encourage motorists to park in the lots. However, the business philosophy of The Parking Authority has changed in recent years and they wish to have parking meters installed in these areas.

The installation of the subject parking meters would provide approximately 43 metered parking spaces on local streets only, and are satisfactory from a traffic point of view.

CVB/MBH/klk

2(B)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 08
File No. TEC-210-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Atkins Drive and Greencedar Drive - Intersection Control

RECOMMENDATION:

That northbound traffic on Atkins Drive be required to stop for eastbound and westbound traffic on Greencedar Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

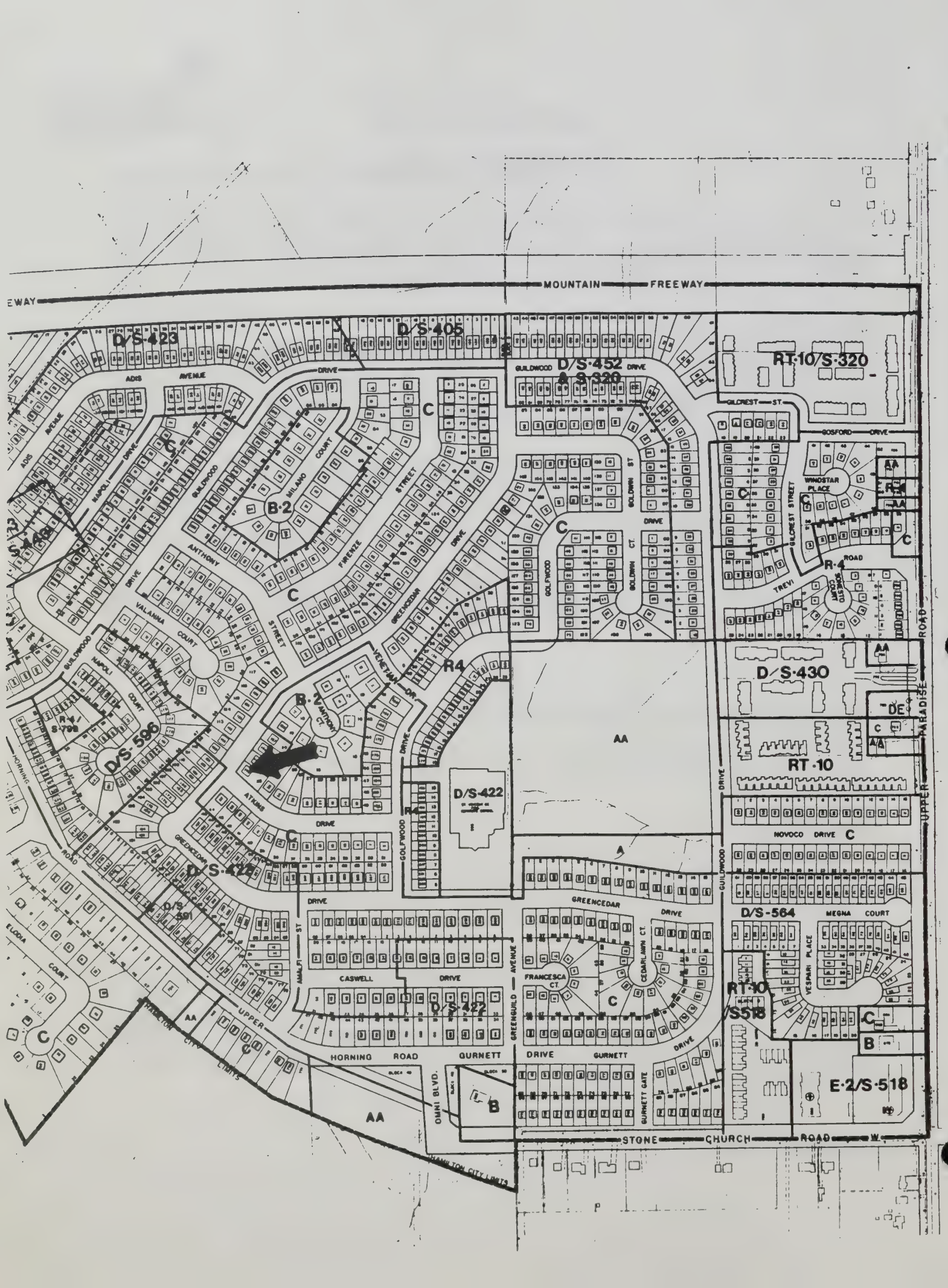
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Frank D'Amico has advised of a request from Lenore Kotan, 142 Greencedar Drive, that stop control be implemented at the intersection of Atkins Drive and Greencedar Drive.

The intersection of Atkins and Greencedar is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Atkins be required to stop for eastbound and westbound traffic on Greencedar.

SH/CVB/MBH/ab


MOUNTAIN FREEWAY
D/S-423
D/S-405
D/S-452 & S-320
RT-10/S-320
GILCREST ST.
GOSFORD DRIVE
WINDSTAR PLACE
GILCREST STREET
R-4
TREVI
D/S-430
RT-10
NOVOCO DRIVE
D/S-564
MEGNA COURT
VESPARI PLACE
RT-10/S518
E-2/S-518
B-2
R-4/S-798
D/S-596
D/S-422
D/S-422
D/S-501
R4
AA
B
C
DE
GOLFWOOD
GREENCEDAR
GREENGUILD AVENUE
CASWELL DRIVE
FRANCESCA CT.
CEDARLAWN CT.
GURNETT DRIVE
GURNETT GATE
HORNING ROAD
OMNI BLVD.
STONE CHURCH ROAD W.
UPPER PARADISE ROAD
GUILDWOOD DRIVE
GOLDWIN ST
GOLDWIN CT.
VENETIAN DR.
ANTHONY CT.
VALANNA COURT
ATKINS DRIVE
AMALFI ST
ELODIA COURT
HAMILTON CITY LIMITS

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: August 15, 1995
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-95-54)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

CITY OF HAMILTON

- RECOMMENDATION -

2(c)(ii)

DATE: 1995 September 8
T103-23 4 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Neighbourhood Street Parties (R-95-57)

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the closure of the following roads for neighbourhood street parties:

i) Elite Drive between Upper Wentworth Street and Acadia Drive on Saturday August 19, 1995 from 12:00 noon to 11:00 pm.

ii) Rowanwood Street from Beach Road to the end on Sunday August 26, 1995 from 9:00 am to 11:00 pm.

iii) East 34th Street from Crockett Street and Munn Street on Sunday August 27, 1995 from 4:00 pm to 10:00 pm.

iv) Haskins Court on Sunday September 3, 1995 from 4:00 pm to 11:00 pm.

subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That the applicant provide proof of $2,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

Cont'd...

Cont'd...

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation/ Environmental Services and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants within the closure area be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

"Temorary Street Closure" applications were received from several organizations to hold neighbourhood street parties.

Stoneworth Co-op Homes applied to hold their annual street party on Elite Drive between Upper Wentworth Street and Acadia Drive. The Co-op is the only residence on Elite Drive and therefore the request to close the road from 12:00 noon to 11:00 pm on Saturday August 19, 1995 was approved.

Cont'd...

September 7, 1995

Cont'd...

A street party was held on Rowanwood Street between Beach Road and the end of the street to benefit the Children's Wish Foundation. The road was closed on Saturday August 26, 1995 from 9:00 am to 11:00 pm.

The neighbours on East 32nd Street held a street party on East 32nd between Crockett Street and Munn Street on Sunday August 27, 1995 from 4:00 pm to 10:00 pm. A collection of food items and money was taken and the proceeds were presented to Interval House, a shelter for battered women and children.

On Sunday September 3, 1995 from 4:00 pm to 11:00 pm Haskins Court, which is off Montmorency Drive, was also closed for the neighbours to hold a street party.

As all property owners within the closure areas were in favour of these events, and as the organizers were made aware of the City's Noise Control By-law and Police Services regulations, the Commissioner of Transportation/Environmental Services approved the events.

MJP:
cc: P.C. D. Schwalm, Regional Police Services
cc: F. Westaway, Noise Control Officer, Department of Public Works and Traffic

2(0)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 14

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1995 August 17	Commissioner of Public Works and Traffic	Attendance at 1995 Institute of Trans. Eng. Meeting	1995 Sept. 11
1995 August 18	Senior Director of Roads	Recovery of Servicing Costs on Fielday Drive	1995 August 18
1995 September 11	Commissioner of Public Works and Traffic	One-Way Streets in Hamilton	1995 Sept. 12

Kevin C. Christenson, Secretary
1995 September 14

URBAN/MUNICIPAL
CA4 ONHBL A05
C51 T6 1995

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 October 2
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

AGENDA

1. **CONSENT AGENDA**

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) PUBLIC WORKS DIVISION

   (i) Trial Closure of Mead Avenue

   (ii) Rymal Road East, South Side from James to Springside Drive
   Local Improvement Sidewalk Increased Costs

   (b) TRAFFIC SERVICES

   (i) Madison Avenue between Wilson and Cannon Streets
   One-Way Operation

   (ii) Status of Nash Road, Barton Street East to King Street East, as a Truck Route

3. **CITY ENGINEER**
   (COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

   Concrete Island Extension on Centennial Parkway (Copy to Follow)

4. **OTHER BUSINESS**

5. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
5.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back
6.	Metro Mobile Escort Service	1995 August 21	City Solicitor	Report Back
7.	Warren Avenue - Construction Deficiencies	1995 August 21	Commissioner Transportation/ Environmental Services	Report Back

Kevin C. Christenson, Secretary
1995 October 2nd

2(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 22

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Trial Closure of Mead Avenue**

RECOMMENDATION:

That the City Solicitor be authorized and directed to amend By-Law No. 94-137 to allow for a six month extension to the one year trial closure of Mead Avenue at a point 757 feet east of the eastern limit of Parkdale Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

On June 28, 1994, Council in adopting Item 6 of the 9th Report of your Committee authorized the preparation of the above-noted By-Law and the advertisement of a one year trial closure in accordance with the requirements of the Municipal Act. The one year trial ended on September 15, 1995.

We are requesting an extension to the trial closure so that a comprehensive report may be prepared to address the concerns of neighbourhood residents and issues that have arisen concerning truck parking on Parkdale Avenue. Staff have had discussions with the Ward Aldermen regarding this proposal.

RPM/rb

c.c. P. Noé Johnson, City Solicitor
Attn: D. Powers

2(a)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 22

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Rymal Road East, South Side from Upper James Street to Springside Drive**
Local Improvement Sidewalks Increased Costs

RECOMMENDATION:

1. That the estimated cost in the City's share of the construction of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive be increased from $24,133.30 to $54,133.30.

2. That the Finance and Administration Committee be requested to recommend a source of funds for these increased costs.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1995-2004 Capital Budget. The approval of this increased cost will reduce the balance available in the City's share to $531,140.70.

BACKGROUND:

These works were approved by Council on August 29, 1995 in adopting Item 5 of the 10th Report of your Committee.

The Region has received a tender for this work. The tender costs exceed the estimate by $30,000.00.

The increased cost is attributable to the City's portion of the cost of retaining walls necessary for the construction of the sidewalk to avoid trees and maintain a reasonable separation from the roadway edge.

RPM/rb

c.c. A. Ross, City Treasurer
Attn: N. Adhya
Attn: G. Keith
c.c. S. Reeder, Secretary
Finance and Administration Committee
c.c. D. Y. Onishi, Director
Design and Construction, Roads Department

2(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 22
File No. TEC-246-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Madison Avenue - Southbound One-Way Street Operation

RECOMMENDATION:

That Madison Avenue between Cannon Street East and Wilson Street be operated as a one-way street in the southbound direction and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

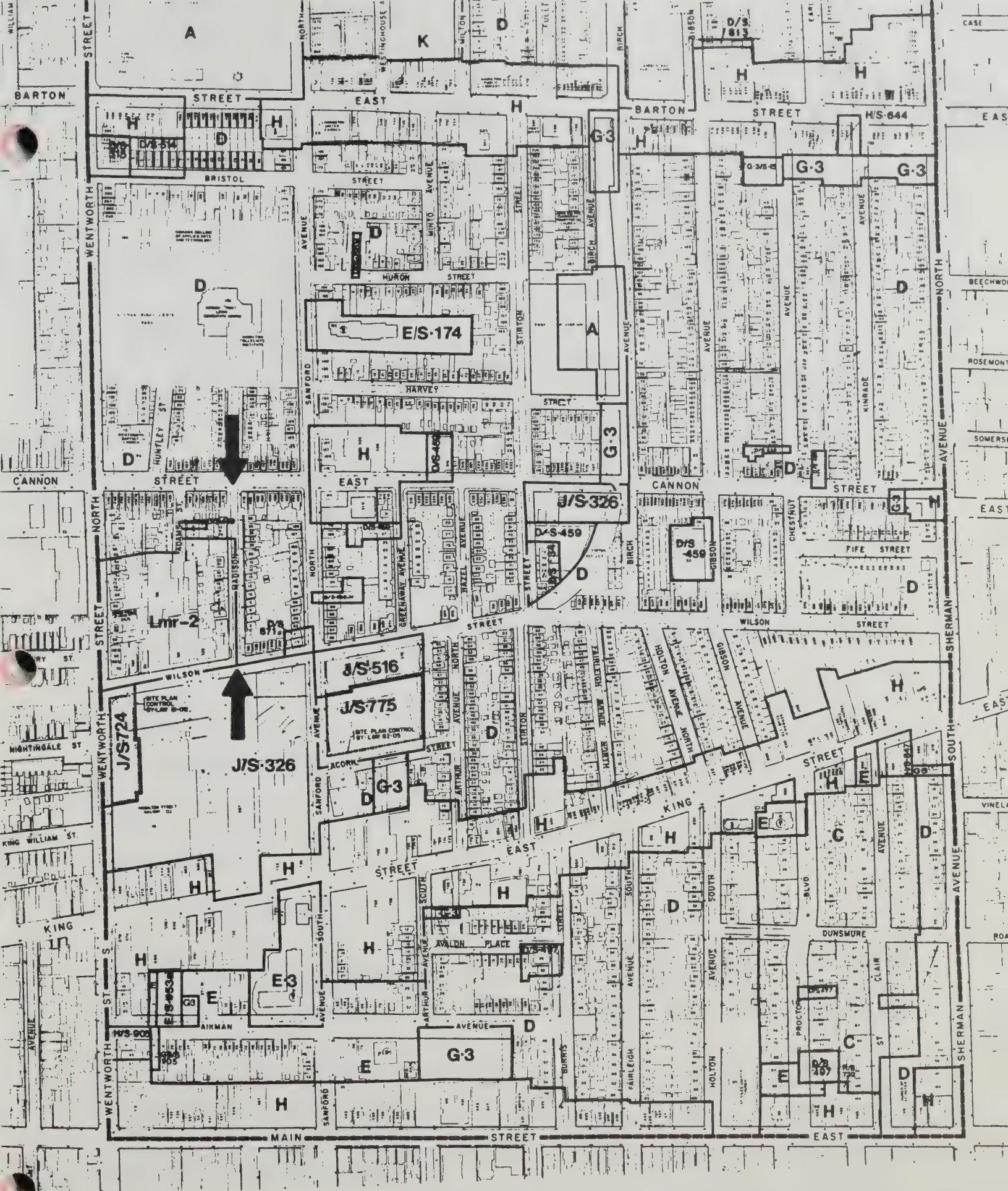
Alderman Bernie Morelli has forwarded two petitions, one in February and another in September 1995, signed by representatives of 25 of 34 residential properties on Madison between Cannon and Wilson, requesting that Madison be operated as a southbound one-way street. 24 of the petitioners support the requested one-way operation and one resident is opposed. A representative of the only commercial property, Agro Foods, 525 Wilson Street, has also advised that they are opposed to one-way operation of this street.

Madison has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 7:00 a.m. to 7:00 p.m., Monday to Saturday" regulation on the street in this block. Residents of the street, at a recent nieghbourhood meeting, expressed concern about the speed and volume of traffic using this street.

A recent traffic count revealed that approximately 700 vehicles per day use this section of the street, which is somewhat higher than would be expected on this one block section of street. The residents on Madison are concerned that the volume of traffic on Madison will increase significantly, with the opening of the new Cathedral High School which has a driveway on Wilson directly opposite Madison.

The southbound one-way operation of Madison will result in circuitous access for residents of Madison and, they will be required to use Wentworth and Sanford when entering and leaving the street. However, since both Sanford and Wentworth are arterial streets and since 71 percent of the abutting residents on this section of Madison are in favour of the requested one-way operation, staff concurs with the request.

CVB/MBH/ab


BARTON STREET
EAST
WENTWORTH STREET NORTH
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET
EAST
WILSON STREET
EAST
MAIN STREET EAST
KING STREET EAST
KING WILLIAM ST.
NIGHTINGALE ST.
E/S-174
J/S-326
J/S-516
J/S775
J/S724
Lmr-2
D/S-459
D/S-456
D/S-514
H/S-644
G-3
E3
AVALON PLACE
DUNSMURE
SHERMAN AVENUE SOUTH
WENTWORTH STREET S.
SANFORD AVENUE
STIRTON AVENUE
BIRCH AVENUE
GIBSON AVENUE
HOLTON AVENUE
FAIRLEIGH AVENUE
BURNS AVENUE
ARTHUR AVENUE
HAZEL AVENUE
GREENAWAY AVENUE
ACORN AVENUE
ADAMS AVENUE
MADISON AVENUE
KINRADE AVENUE
CLAIR AVENUE
PROCTOR BLVD.
SITE PLAN CONTROL BY-LAW 82-05
SITE PLAN CONTROL BY-LAW 81-05

2(b)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 20
File No. TEC-161-95 Author: H. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Status of Nash Road, Barton Street East to King Street East, as a Truck Route

RECOMMENDATION:

That no action be taken to change the status of Nash Road, Barton Street East to King Street East (Hamilton), as a part-time truck route 7:00 a.m. to 7:00 p.m..

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A. Source of Request

Alderman Dominic Agostino originally forwarded a request to the Truck Route Sub-Committee to remove Nash Road from the City of Hamilton Truck Route System. The City last considered this request in early 1993 and concluded at that time that no change was warranted.

The Truck Route Sub-Committee of the Transportation Services Committee of the Region met to discuss this item on 1995 April 10. While the Truck Route Sub-Committee is a Regional committee, it has historically dealt with both Regional and City truck route issues as changes to the City of Hamilton truck route system will impact on the Regional truck route system within Hamilton.

The staff recommendation in regard to the present request was to retain the present status. The Truck Route Sub-Committee, with Alderman Eisenberger present to speak to the issue, recommended complete removal of Nash Road from the truck route system. However, the Transportation Services Committee and Regional Council did not concur and forwarded a recommendation to the City to retain Nash Road as a part-time truck route.

B. Present Status

Nash Road is a truck route during the hours of 7:00 a.m. to 7:00 p.m. daily.

Nash Road is a four-lane arterial roadway, bounded mainly by single-family residential housing with some open lands and institutional land uses. There are commercial developments near the intersections of Queenston Road and Barton Street.

C. Truck Volumes

Weekday truck volumes are moderate. Recent traffic counts show that in the 7 heaviest hours of the day, approximately 200 heavy vehicles use Nash Road. The distribution of volume is about equal between the northbound and southbound directions. The volume of traffic shows there is significant demand for the use of Nash Road as a truck route.

The two parallel truck routes are Parkdale Avenue and Centennial Parkway. For comparison, Parkdale carries about the same volume of truck traffic in 7 hours as Nash Road. As Parkdale is a full-time truck route, it carries much more truck traffic on a 24-hour basis. Centennial Parkway carries about 1,300 heavy vehicles in the 7 heaviest hours of the day.

D. Collision History

In the past 10 years, on the section of Nash Road between Barton and King, there have been approximately 30 collisions involving heavy vehicles travelling on Nash Road. Most of these collisions occurred at or near the intersection of Nash and Queenston and may have been associated with local deliveries. In about one-half of the collisions, the driver of the truck was recorded as having made an error which caused the collision.

As heavy vehicles would still have to use Nash Road to make local deliveries, it is estimated that perhaps two-thirds of the collisions could be avoided if Nash Road were not in the truck route system. Conversely, the parallel neighbouring streets, such as Centennial Parkway and Queenston Road, would likely experience an increase of at least as many heavy

vehicle collisions if Nash Road were removed from the truck route system and trucks were required to use alternate routes. In any case, the requested change would increase the total distance travelled by trucks in the area, and the added distance and exposure directly translates to more collisions.

E. Consequences of Removing Nash Road from the Truck Route System

Removing Nash Road from the truck route system would require heavy vehicles on through trips to re-route to parallel streets such as Centennial Parkway or Parkdale Avenue. Local deliveries would continue to use Nash Road, as permitted by the Traffic By-law.

Following are some of the consequences which would occur:

- Eastbound King Street trucks would turn left at Parkdale. There are no left turn lanes at King and Parkdale as there are at King and Nash. This means that the left turn manoeuvre is less safe. In addition, more truck traffic would use Parkdale Avenue, which is bounded by single-family homes, similar to Nash Road. Parkdale Avenue in this area is already a full-time truck route.

- Trucks presently travelling northbound on Centennial Parkway and westbound on King Street would be required to use the intersections of Queenston at Centennial and Barton at Centennial. These intersections are already heavily congested and the addition of truck traffic would add to the existing delays to all users of the intersections. It is preferable for northbound left turns by heavy vehicles to occur at King and Centennial, which is equipped with special left turn signals.

F. Conclusions

To summarize, Nash Road is a part-time truck route which carries a significant volume of traffic and serves a useful purpose as part of the truck route system. The collision history of Nash Road with regard to trucks is only average. However, redirecting truck traffic to parallel streets would a) expose heavy vehicles to roadways and intersections with a higher level of risk, and b) result in more heavy vehicle miles travelled, which in total would result in more motor vehicle collisions. While Nash Road is bounded by single-family residential homes, it is not unlike many other truck routes in Hamilton which have similar frontages. Redirecting some heavy vehicles to parallel arteries would subject those other streets, which are full-time truck routes bounded by single-family homes, to additional truck traffic.

It is, therefore, recommended that there be no change in the present status of Nash Road as a part-time truck route.

HLS/klk

Ave.
St.
Brampton St.
nnie St.
Woodward
Bancroft
St.
Rd.
Kenora Ave
Pkwy
Arrowsmith
Warrington
Cascade
Lanark
Lake Ave.
Brockley Dr.
Nth
Sth
Rd.
Service R
Service R
Communit
Milburn
Rd.
Centennial
Covington
Grays
Queenston
Rd.
8
Nash

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 26
E220-1200 H.N. Groen

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Concrete Island Extension, Centennial Parkway - North of Barton Street, City of Hamilton (R-95-56)

RECOMMENDATION:

a) That the proposed 25 metre northerly extension of the existing raised concrete median island on Centennial Parkway, at the north leg of the intersection of Barton Street and Centennial Parkway, be advertised in accordance with the requirements of the Municipal Act.

b) That the owners of lands at the northeast and northwest corners of the intersection of Barton Street and Centennial Parkway be advised of this action.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All costs associated with the extension of the raised concrete median island, the restriping of the pavement on Centennial Parkway and the advertisement of these works, as required by the Municipal Act, will be the sole responsibility of Imperial Oil Limited which own the lands to be redeveloped at the northeast corner of Barton Street and Centennial Parkway. Securities will be retained through the site plan agreement registered on title between the City of Hamilton and the owners for these works and the costs for the advertisements.

continued...

Concrete Island Extension, Centennial Parkway
North of Barton Street, City of Hamilton

continued...

BACKGROUND:

In February, 1995, Imperial Oil Limited submitted Site Plan Control Application DA 95-03 to the City of Hamilton for the redevelopment of lands at the northeast corner of Barton Street and Centennial Parkway. The existing gas bar and kiosk will be removed and replaced with a new gas bar, Convenience Store with a drive through take out window, automatic car wash, etc. In order to minimize the impact of this redevelopment on Centennial Parkway, and the intersection of Barton Street and Centennial Parkway which are both major arterial roadways, it is proposed that the existing southerly access on Centennial Parkway be closed and relocated northerly away from the intersection and that the existing raised concrete median island on Centennial Parkway be extended approximately 25 metres northerly to restrict traffic movements in the southerly access to Centennial Parkway to right turns in and out only.

This concrete median island extension has been discussed with the representatives of Imperial Oil Limited who do not appear to have any major objection to this island extension. The extension of the island will also impact adjacent lands on the northwest corner of Barton Street and Centennial Parkway since access to their southerly access on Centennial Parkway will also be restricted to right turns in and out only.

Upon completion of the advertising period, a further report will be submitted to your Committee with the required Road Alteration By-Law.

HNG

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 October 2
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Adoption of the Minutes of the Meeting held 1995 September 18

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) Cartier Crescent

(b) No. 171 Fairfield Avenue North
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(c) Edgemont Street North between Cannon
Street East and Roxborough Avenue

(d) Roxborough Avenue

(e) West side of Hess Street North,
north of York Boulevard - Taxi Stand

(f) Apartment Building at No. 157 Bold Street
Application for a Time Limit Exemption Permit

(g) 256 Greencedar Drive - Request for Wheelchair Loading Zone

(h) No. 336 Fairfield Avenue North
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

(i) East side of Sterling Street, north of King Street West

(j) Cochrane Road between Lawrence Road and Greenhill Avenue and
Intersection Control - Stewartdale Avenue and Montrose Avenue

ii. **Intersection Control**

Walter Avenue North and Dunsmure Road

iii. **Boulevard Parking Agreements**

No. 275 Dunsmure Road

iv. **Truck Route Regulations**

Addition of Brant Street, Birch Avenue
to Sherman Avenue, to the City of Hamilton Truck Route System

v. **Local Improvement By-law**

Local Improvement By-law
Construction of an Independent Concrete Curb
on the South Side of Glenfern Avenue from
Mountain Avenue to approximately 32m easterly
(flankage of 61 Mountain Avenue)

C. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(i) Incorporate Certain City Lands into Streets by By-law

(ii) 1995 Servicing Expenditures Related to Subdivisions

(iii) Banner Application, World Curling Championships

D. **CITY SOLICITOR/COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

Disposal Management of Canada - Contract - Bulk Garbage

E. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

I (A)

Monday, 1995 September 18
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman T. Jackson
Alderman F. D'Amico

Also present:
Alderman M. Caplan
Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. J. Pook, Public Works and Traffic Department
Mr. G. Aston, Transportation Services Department
Mr. P. Jensen, Environmental Services Department
Mr. P. Baker, Manager, Parking Authority
Mr. H. Dorman, 211 Fairleigh Avenue South
Dr. S. Psarakis, 24 Fairleigh Crescent
Mr. J. Mazairz, Lawyer
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Payment for Driveway after Tree Removal**
Mr. H. Dorman, 211 Fairleigh Avenue

The Committee was in receipt of a report dated 1995 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Dorman appeared before the Committee and requested that the City pay for the replacement of his driveway at No. 211 Fairleigh Avenue due to the damage caused by the City tree located on his property.

Mr. Pook indicated that in his opinion, the driveway was not damaged by the City tree or by City work crews during the removal of the tree.

Following discussion, the Committee approved the following recommendation:

That the City of Hamilton not pay for or participate in any cost share program for the replacement of the driveway located at No. 211 Fairleigh Avenue South.

(b) **Removal of the City Tree - Dr. H. Psarakis, No. 20 Fairleigh Crescent**

The Committee was in receipt of a report dated 1995 September 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Dr. Psarakis appeared before the Committee and distribute a map showing the location of the tree in relation to her property, a report from Urban Arboriculture dated 1995 September 13, a copy of the City of Hamilton Tree By-law No. 92 - 155 as well as photographs of the damaged caused to her fathers car from a limb of the tree falling.

Dr. Psarakis indicated that she felt that the tree was a hazard to her family and neighbourhood residents and that it should be removed. She added that removal of the tree appeared to be in accordance with Section 5 of the City of Hamilton Tree By-law.

Mr. Pook indicated that maintenance done to the tree by City crews had now made the tree safe and healthy. He added that the abutting owner, who's property the tree is located on, wants the tree to remain if it is healthy.

Following discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be directed to remove the 40" diameter, multi-stem Silver Maple tree located on the City Road allowance at No. 20 Fairleigh Crescent.

Recorded Vote: **In Favour - Aldermen Kiss, Agro, Copps, D'Amico**
Opposed - Aldermen Morelli, Jackson, Merling

(c) **Recovery of Servicing Costs on Fieldway Drive Adjacent to the Lands of Regal Castle Developments Inc., 870 Upper Wentworth Street**

The Committee was in receipt of a report dated 1995 September 8 from the Senior Director, Roads Department respecting the subject matter.

Mr. Mazairz appeared before the Committee and spoke to the issue. He stated that he felt that it was unfair to have his client pay for the servicing costs on Fieldway Drive.

Following discussion, the Committee approved the following recommendation:

That the request by Regal Castle Developments Inc. for exemption from payment of servicing costs on Fieldway Drive be approved.

(e) **No. 183 Emerald Street South Request to Remove a Reserved "Permit Parking" Space**

The Chairman informed the Committee that this issue had been resolved by the property owner and would be withdrawn from the agenda.

(f) **"Smartpark" - Mr. P. Baker, Hamilton Parking Authority**

The Committee agreed that this item be tabled in order that a written submission could be made to the Committee on this matter in a future agenda.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1995 August 21 were adopted as circulated to the members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) PARKING REGULATIONS

(a) **33 Bingham Road - Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1995 August 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Bingham Road commencing at a point 59 feet north of Ayr Avenue and extending to a point 36 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Robson Crescent - Parking Regulations**

The Committee was in receipt of a report dated 1995 August 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the north and east sides of Robson Crescent commencing at the east property line of No. 57 Robson Crescent and extending to the north property line of No. 51 Robson Crescent be revised such that the regulation commences at the east property line of No. 57 Robson Crescent and extends to a point 86 feet north of the north curb line of Robson Crescent, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 166 Maplewood Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1995 August 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Maplewood Avenue commencing at a point 76 feet west of Cedar Avenue and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Megan Duguay, No. 166 Maplewood Avenue.

(d) **No. 156 Markland Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1995 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Markland Street commencing at a point 65 feet east of the east curb line of Bruce Street and extending to a point 22 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Carol Sheppard, No. 156 Markland Street.

(e) **No. 30 Pearson Drive - Parking Regulation**

The Committee was in receipt of a report dated 1995 August 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the west side of Pearson Drive commencing at a point 347 feet south of Mount Pleasant Drive and extending to a point 18 feet southerly therefrom, be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **No. 148 Ray Street North - Request for a Reserved Permit Parking Space for a Disabled Resident**

The Committee was in receipt of a report dated 1995 September 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Ray Street North commencing at a point 256 feet north of York Boulevard and extending to a point 14 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Demetrios Keramidas, No. 148 Ray Street North.

(g) **East Side of Hughson Street South, North of Charlton Avenue East - Parking Regulations**

The Committee was in receipt of a report dated 1995 September 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the east side of Hughson Street South between Charlton Avenue East and a point 60 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Request from the Hamilton Parking Authority for Additional Parking Meters on Local Streets**

The Committee was in receipt of a report dated 1995 September 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee agreed that the item be tabled in order that Ward Aldermen could review the locations of the proposed meters in their wards.

(ii) **INTERSECTION CONTROL**

Atkins Drive and Greencedar Drive

The Committee was in receipt of a report dated 1995 August 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Atkins Drive be required to stop for eastbound and westbound traffic on Greencedar Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

C. **CITY ENGINEER (COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)**

(i) **Encroachment Agreements**

The Committee was in receipt of a report dated 1995 August 15 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined on Appendix "A", appended hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

(ii) **Neighbourhood Street Parties**

The Committee was in receipt of a report dated 1995 September 8 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the closure of the following roads for neighbourhood street parties:

(a) Elite Drive between Upper Wentworth Street and Acadia Drive on Saturday, 1995 August 19, from 12:00 o'clock noon to 11:00 o'clock p.m.; and,

(b) Rowanwood Street from Beach Road to the end on Sunday, 1995 August 26 from 9:00 o'clock a.m. to 11:00 o'clock p.m.; and,

(c) East 34th Street from Crockett Street and Munn Street on Sunday, 1995 August 27 from 4:00 o'clock p.m. to 10:00 o'clock p.m.; and,

(d) Haskins Court on Sunday, 1995 September 3, from 4:00 o'clock p.m. to 11:00 o'clock p.m.

subject to the following conditions:

(i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained; and,

(ii) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate; and,

(iv) That all barricading be supplied by and at the expense of the applicant; and,

(v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic, on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic; and,

(vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of

Transportation/ Environmental Services and at the expense of the event organizer; and,

(vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(viii) That all property owners and tenants within the closure area be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

D. **INFORMATION REPORTS**

Information Reports

The Committee was in receipt of a information report dated 1995 September 14 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of information reports that were previously distributed to the Committee, be received.

Date	From	Subject	Date
1995 August 17	Commissioner of Public Works and Traffic	Attendance at 1995 Institute of Transportation Engineer's Annual Meeting	1995 September 11
1995 August 18	Senior Director of Roads	Recovery of Servicing Cots	1995 August 18
1995 September 11	Commissioner of Public Works and Traffic	One-Way Streets	1995 September 12

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

PUBLIC WORKS DIVISION

(a) **Garbage Collection in the Alleyways serving King Street from James to Wellington**

The Committee was in receipt of a report dated 1995 September 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic be directed to provide a second scheduled pickup of garbage for the alleyways which serve King Street between James Street and Wellington Street; and,

(b) That the second collection day be undertaken on Fridays for a six week trial period commencing 1995 September 29, recognizing that a summary report will be forwarded for the consideration of the Transport and Environment Committee at the end of the trial period.

(b) **Sewer Street Tree Program - Update**

The Committee was in receipt of a report dated 1995 September 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Public Works and Traffic Department be authorized to continue to fund the Sewer Street Tree Program Account No. CH56321 60430 recognizing that this account is in overdraft.

(c) **King William Street from Catharine Street to Victoria Avenue - Proposed Reconstruction**

The Committee agreed that the item be tabled in order that a report be presented to the Committee at a future meeting.

4. **CITY ENGINEER (COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)**

Hotz Environmental Inc.
Application for a Provisional Certificate of Approval for a Waste Disposal Site 239 Lottridge Street North, Hamilton

The Committee was in receipt of a report dated 1995 September 5 from the City Engineer respecting the subject matter.

Following discussion the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Hotz Environmental Services Inc. receiving a Provisional Certificate of Approval No. WCR650089 for a Waste Disposal Site (Processing) located at No. 239 Lottridge Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE and that all applicable City By-laws are complied with fully; and,

(b) That a copy of this report and the corresponding Council resolution be submitted to the West Central Branch of the MOEE for their consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility operated by Hotz Environmental Services Inc.; and,

(c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Hotz Environmental Services Inc. to the City of Hamilton upon its completion.

***Note: Aldermen M. Kiss and G. Copps recorded opposed.**

5. CITY COUNCIL REFERRAL

Intersection Control - Britannia Avenue and Tolton Avenue

The Committee was in receipt of correspondence from the City Clerk dated 1995 August 30 indicating the subject matter had been referred back to the Committee by City Council at its meeting held 1995 August 30. The Committee was also in receipt of a report dated 1995 September 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That four way stop control be implemented at the intersection of Britannia Avenue and Tolton Avenue and that the City Traffic By-law No. 89 -72 be amended accordingly.

6. MAYOR R. M. MORROW

Canadian Soft Drink Association 1994 Packaging Stewardship Annual Report

The Committee was in receipt of correspondence referred to the Committee By Mayor Robert M. Morrow from the President and Chief Executive Officer of the Canadian Soft Drink Association dated 1995 August 8 as well as a report dated 1995 September 13 from the Senior Director, Environmental Services Department respecting the subject matter.

The Committee approved the item be received.

7. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 September 18

/mjw

Location

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 06
File No. TEC-223-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cartier Crescent - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south and west sides of Cartier Crescent commencing at the west property line of No.30 Cartier Crescent and extending to a point 74 feet south of the south curb line of Cartier Crescent and that the City Traffic By-law 89-72 amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. David Walker, 94 Cartier Crescent, that a "No Parking" regulation be implemented on the south and west sides of Cartier Crescent adjacent to No. 30 Cartier Crescent to facilitate traffic movement and to improve visibility at the 90 degree turn in the roadway.

Cartier has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation on both sides of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct traffic movement and visibility to some degree.

Staff recently contacted Mr. Borges, 30 Cartier Crescent, whose property abuts the area of the requested regulation, and he has advised that he has no objection to the request.

The implementation of the requested regulation will result in the loss of approximately four legal on-street parking spaces. However, since all residents on this street have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with this request.

SH/CVB/MH/ab

RT-20/
S-1156
T-20
R-2
AVENUE
ACADIA DRIVE
SUPREME DRIVE
D/S-602a
AA
CORINALDO DRIVE
FANO DRIVE
C
HARBOUR DRIVE
ANITA COURT
D/S 880
ACADIA
DRIVE
D/S-573
C/S-573
STONE
CHURCH
TWIN COURT
TWIN CRESCENT
RIDGEMOUNT DRIVE
D/S-880
H. E. P. C.
R-4
BUTLER DRIVE
AMHERST CIRCLE
BUTLER DRIVE
ROAD
EAST
AA/S-684
CARTIER CRESCENT
BRAVERTON WAY
ANNAPOLIS
SHERMAN AVENUE
DULGAREN ST.

1(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 07
File No. TEC-226-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 171 Fairfield Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue North commencing at a point 311 feet south of Britannia Avenue and extending to a point 19 feet southerly therefrom, and on the east side of Fairfield Avenue North commencing at a point 315 feet south of Britannia Avenue and extending to a point 17 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. William Anderson, 171 Fairfield Avenue North.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

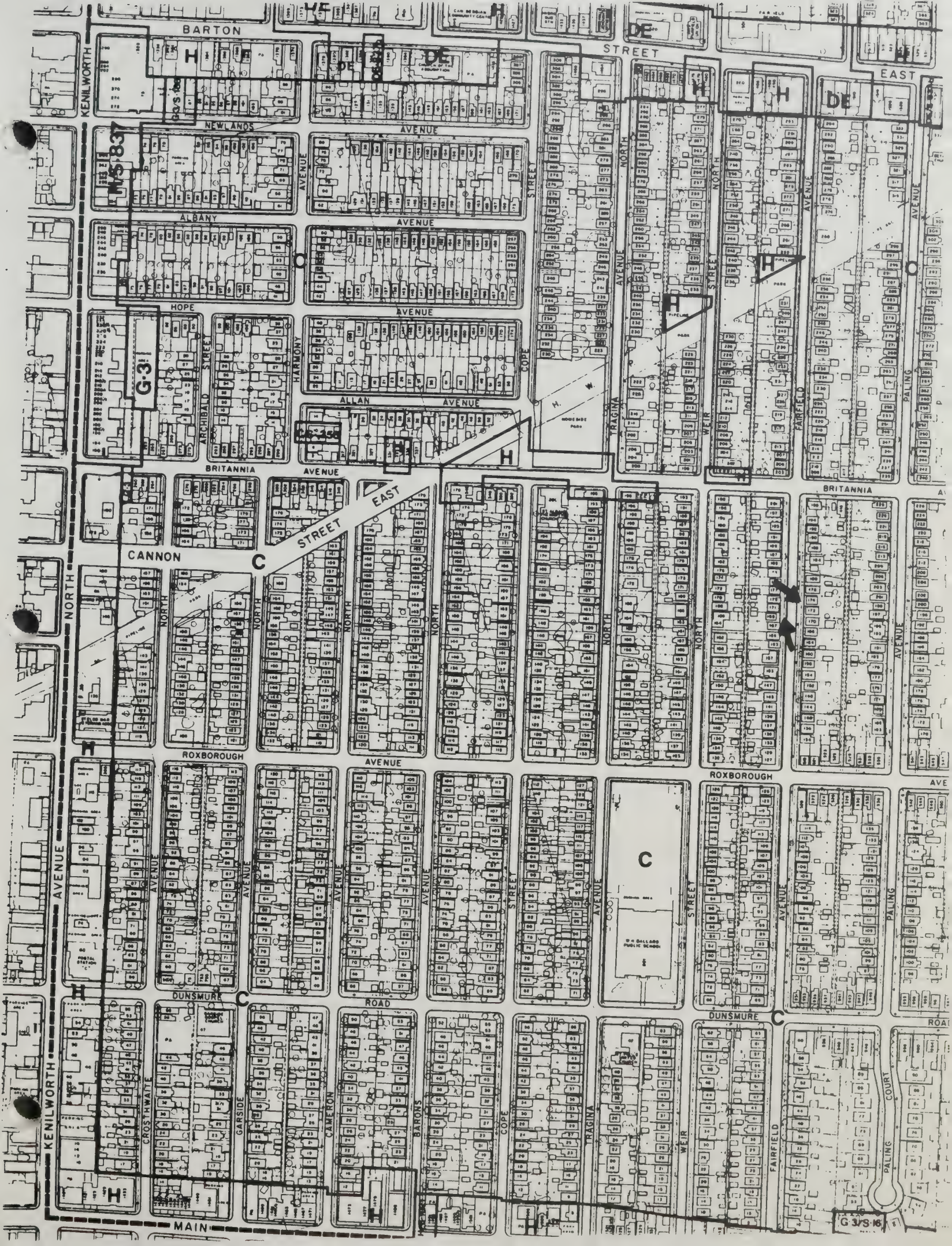
BACKGROUND:

Staff has received a request from Mrs. Anderson, 171 Fairfield Avenue North, that a reserved "Permit Parking" space be designated on both sides of Fairfield Avenue North directly in front of and across from her home since her husband is disabled.

Fairfield has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Staff has contacted the owner of 172 Fairfield Avenue North, Doreen Stevens, and has been advised that she supports the implementation of a reserved "Permit Parking" space in front of her home for use by Mr. Anderson.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possesses a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Anderson possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/ab


BARTON
STREET
EAST
KENILWORTH
AVENUE
NEWLANDS
AVENUE
ALBANY
AVENUE
HOPE
AVENUE
ALLAN
AVENUE
BRITANNIA
AVENUE
CANNON
STREET
EAST
ROXBOROUGH
AVENUE
DUNSMURE
ROAD
MAIN
NORTH
STREET
ARCHIBALD
HARMONY
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
COURT
CROSTHWAITE
GARSIDE
CAMERON
BARONS
G-3-I
M-S 183
G 3/S-16

I(BXix(-)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 07
File No. TEC-227-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Edgemont Street North between Cannon Street East and Roxborough Avenue - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Edgemont Street North between Cannon Street East and Roxborough Avenue be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

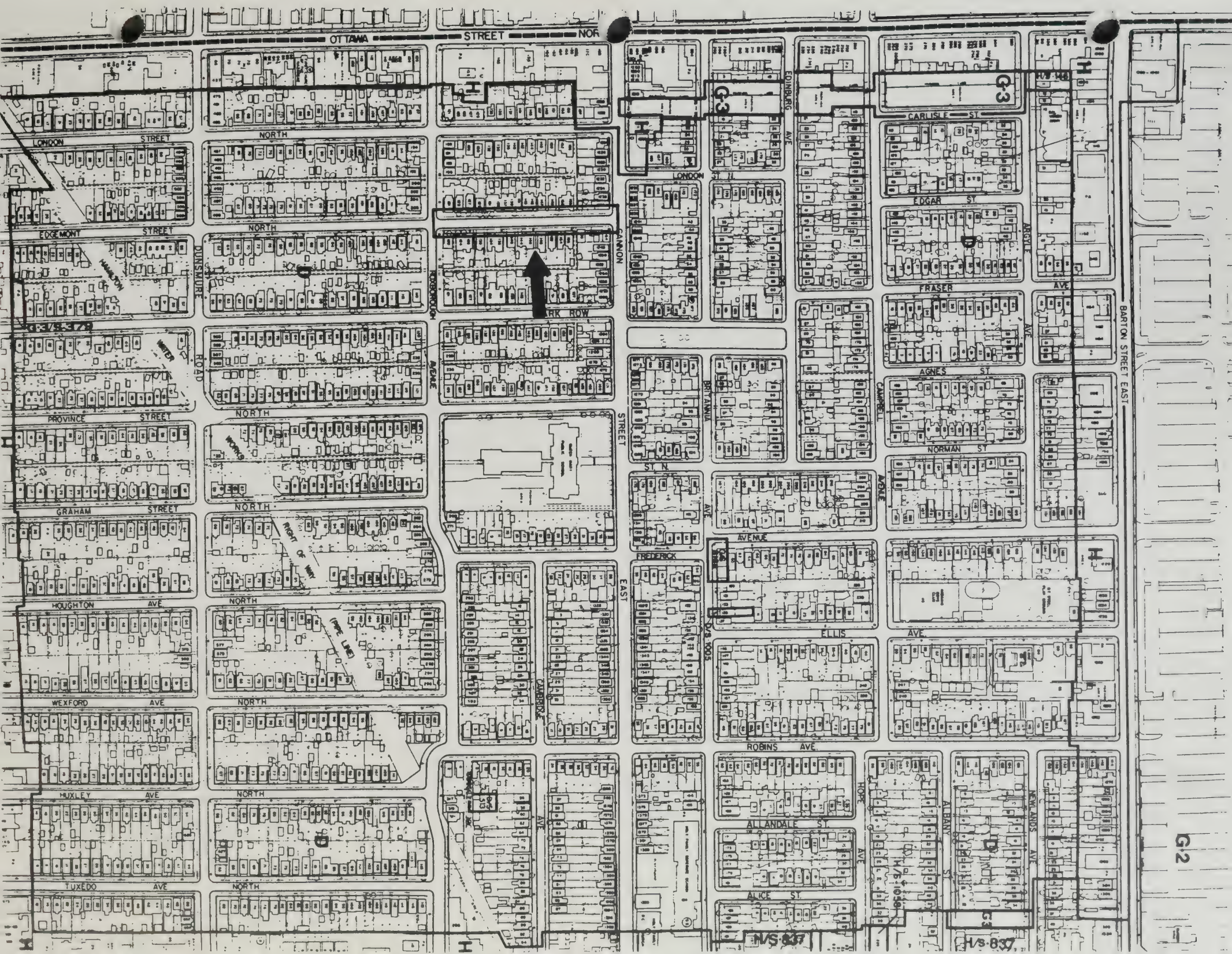
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of 24 of the 31 one, two and three family dwellings abutting Edgemont Street North between Cannon Street East and Roxborough Avenue, requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. 19 of the 24 residents who signed the petition are in favour of the requested regulation, four residents are opposed and one resident has no opinion.

Edgemont has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the east side than there are on the west side. An investigation has confirmed that there are 10 spaces on the west side and 12 spaces on the east side. Therefore, since 61 percent of the abutting residents are in favour of the requested changes, staff concurs with the request.

SH/CVB/MBH/ab


OTTAWA STREET NOR
LONDON STREET
NORTH
EDGEMONT STREET
DUNSMURE
ROSEBROOK
CANNON
PARK ROW
G-3/S-37
ROAD
AGNES
PROVINCE STREET
GRAHAM STREET
HOUGHTON AVE
WEXFORD AVE
HUXLEY AVE
TUXEDO AVE
FIRE LINE
CAMBRIDGE
EAST
EDINBURG AVE
LONDON ST N
BRITANNIA
FREDERICK
AVENUE
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
CAMPBELL
NORMAN ST
ELLIS AVE
ROBINS AVE
ALLANDALE ST
ALICE ST
HOPE
ALBANY
NEWLANDS AVE
BARTON STREET EAST
G3
G2
H/S-837

1(B)(1)(H)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 08
File No. TEC-228-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Roxborough Avenue - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south side of Roxborough Avenue between Glendale Avenue North and the westerly end and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

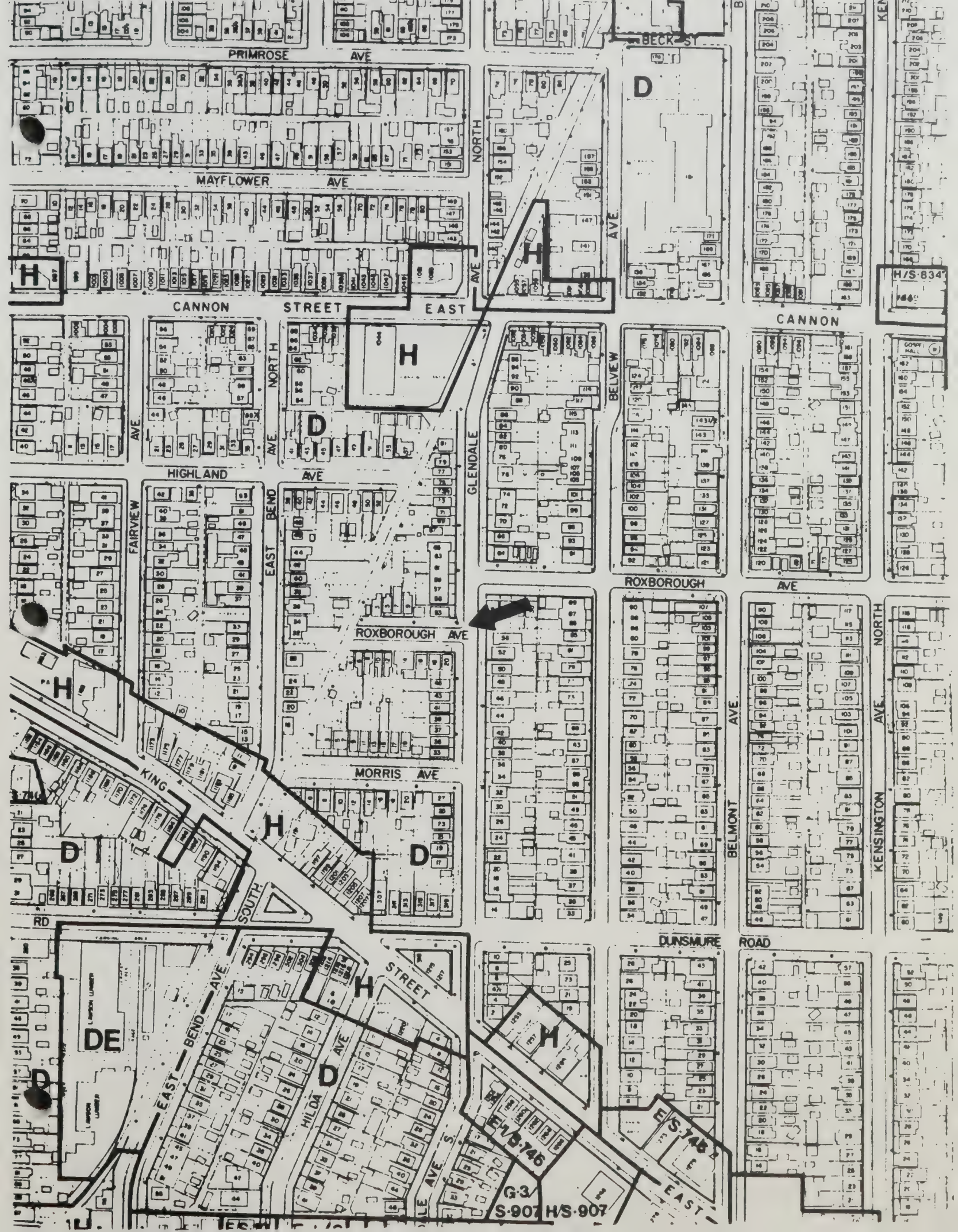
Staff has received a request from Mr. J. Winn, Chief Fire Prevention Officer, that parking be removed from one side of Roxborough, west of Glendale, due to access problems experienced during a recent emergency on the street.

Roxborough has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. An investigation has revealed that there are three legal on-street parking spaces on the north side and two spaces on the south side of the street in this block.

When considering changes to parking regulations on residential streets, the Transport and Environment Committee generally requires that a petition be circulated among the abutting residents to determine the opinions of a majority of the residents. However, since the Fire Department has advised that this is a potential safety hazard, staff concurs with the request and recommends that parking be prohibited on the south side of the street in this block.

The implementation of the proposed regulation will result in a loss of only two legal on-street parking spaces.

CVB/MBH/klk


PRIMROSE AVE
MAYFLOWER AVE
CANNON STREET EAST
NORTH AVE
BECK ST
D
H
H/S·834
CANNON AVE
BELVIEW AVE
GLENDALE AVE
HIGHLAND AVE
NORTH AVE
FAIRVIEW AVE
EAST BEND
ROXBOROUGH AVE
ROXBOROUGH AVE
MORRIS AVE
KING RD
SOUTH
BELMONT AVE
KENSINGTON AVE
NORTH
DUNSMURE ROAD
STREET
DE
EAST BEND AVE
HILDA AVE
E/S·146
E/S·146
EAST
G·3
S·907 H/S·907

1(BXiXe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 08
File No. TEC-229-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West Side of Hess Street, North of York Boulevard - Taxi Stand

RECOMMENDATION:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Hess Street North commencing at a point 82 feet north of York Boulevard and extending 60 feet northerly and the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Public Works and Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

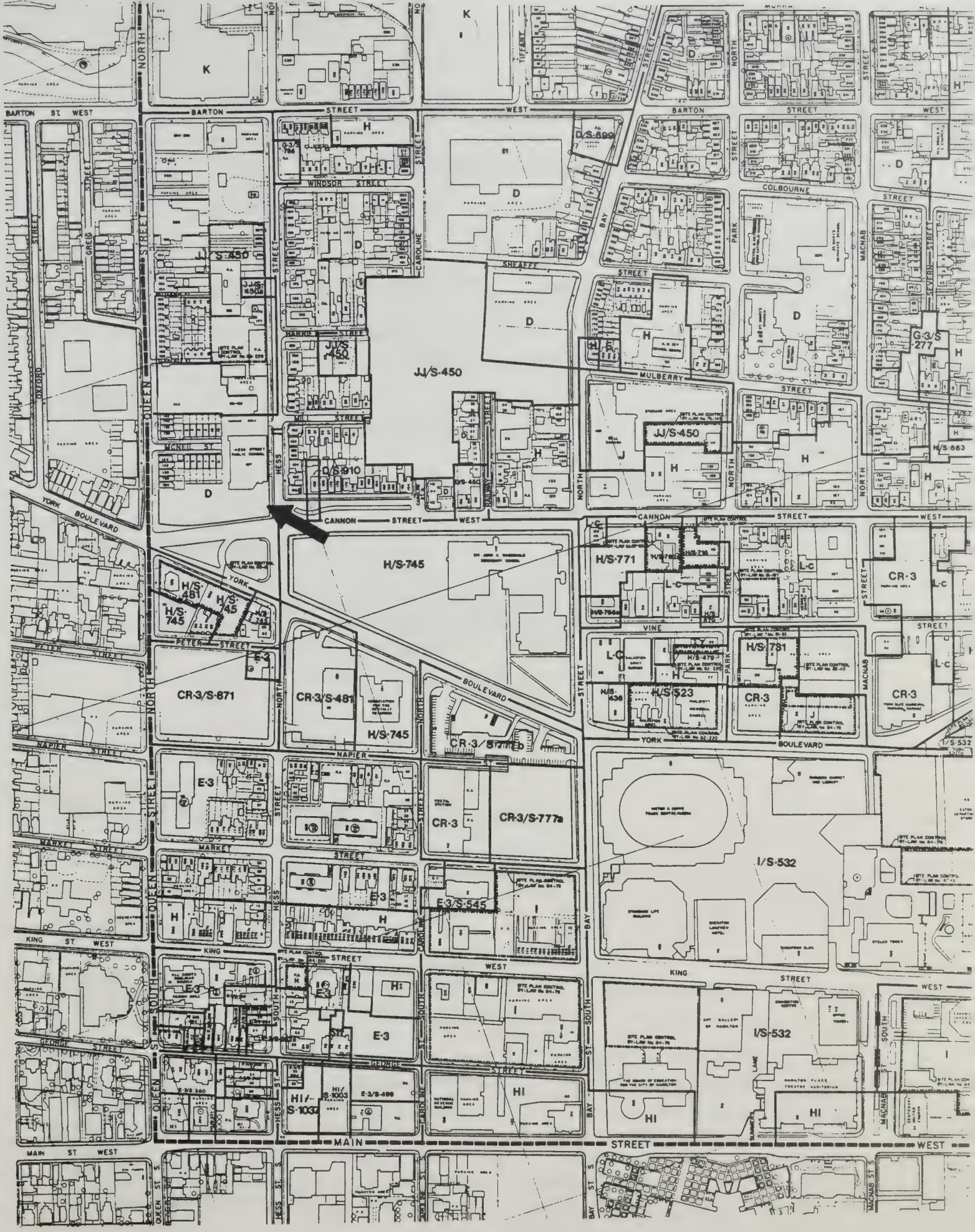
BACKGROUND:

The Principal of Hess Street School has requested that a Taxi Stand be implemented adjacent to the school on the west side of Hess Street North, north of York Boulevard to accommodate three taxi's. Presently, parking is prohibited on the west side (school side) of Hess Street. The east side of Hess is currently signed as "Permit Parking" only.

Loading and unloading by all vehicles is presently permitted in the restricted area.

However, taxi's transporting "special need" students are frequently forced to stop long distances from the entry doors of the school or stop in a "No Stopping" area. Therefore, in order to reserve an area for the taxi's to stop while picking up and dropping off "special need" students at the entrance to Hess Street School, staff concurs with the request for a Taxi Stand.

TA/ab


BARTON ST. WEST
BARTON STREET WEST
WINDSOR STREET
SHEAFFE STREET
COLBOURNE STREET
MULBERRY STREET
CANNON STREET WEST
YORK BOULEVARD
PETER STREET
NAPIER STREET
MARKET STREET
KING ST. WEST
KING STREET WEST
GEORGE STREET
MAIN ST WEST
MAIN STREET WEST
QUEEN ST SOUTH
BAY ST SOUTH
MACNAB ST S
HESS ST S
JJ/S-450
H/S-745
H/S-771
H/S-731
H/S-523
CR-3/S-871
CR-3/S-481
CR-3/S-777a
E-3/S-545
I/S-532
HI/S-1003
HI/S-1032
CR-3
E-3
HI
L-C

1(6xixf)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 12
File No. TEC-232-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 157 Bold Street - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first four eligible applicants residing in the apartment building at No. 157 Bold Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $96. in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

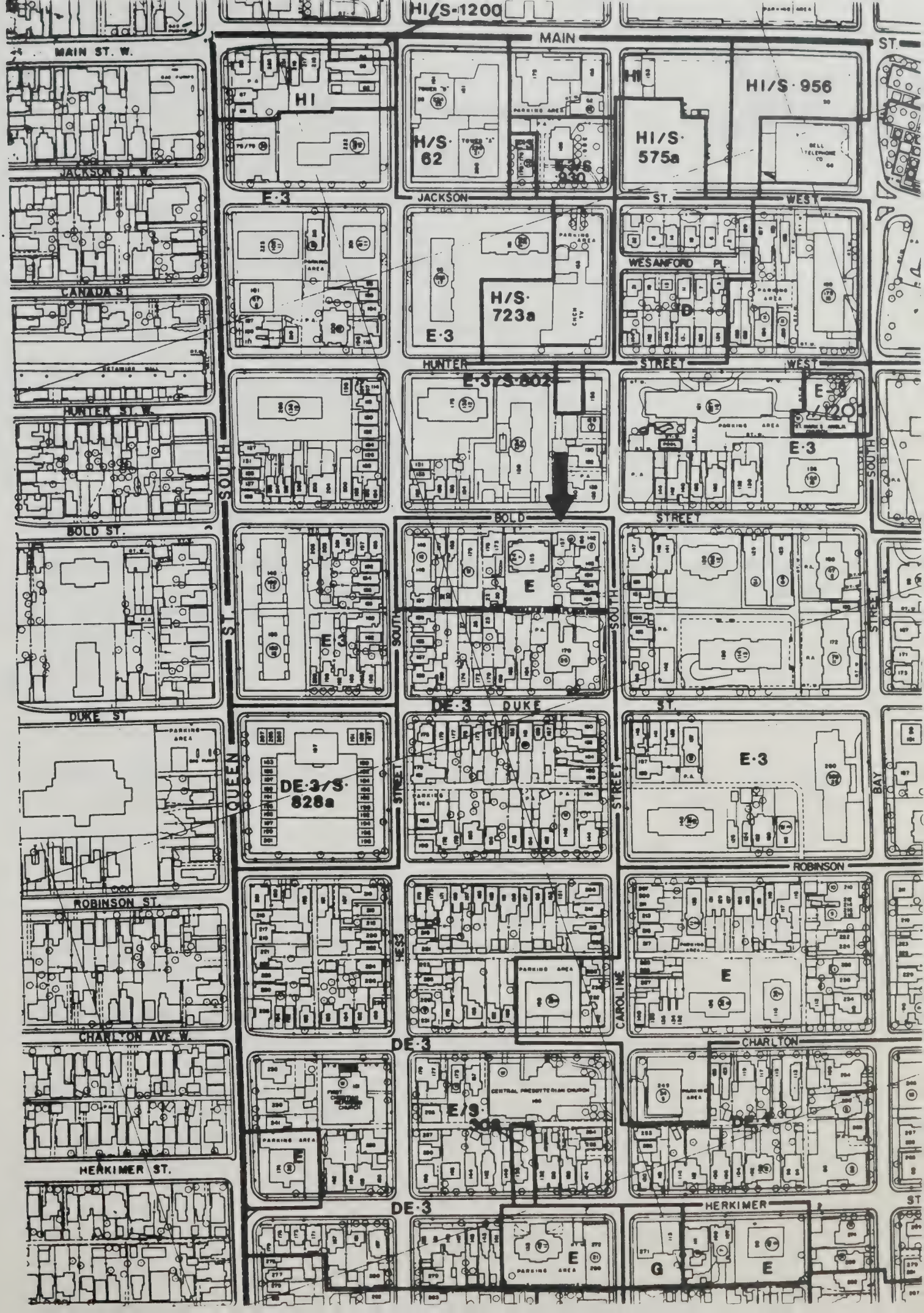
Staff has received a request from Mr. Andrew Grant, 1-157 Bold Street, that Time Limit Exemption Permits be issued to residents of this building.

The subject apartment building is located on the south side of Bold, West of Caroline and Mr. Grant has advised that he wishes to park his vehicle within the existing on-street parking time limit spaces nearby. An investigation revealed that there are six dwelling units in the subject apartment building, and that there is only one off-street parking space available on the private property. Past practice of the Committee has established a policy that generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The

Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of four off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of four Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request and it would be appropriate to issue a maximum of four parking permits to the residents of this building on a first come first served basis.

CVB/MBH/klk


HI/S-1200
MAIN
MAIN ST. W.
HI
H/S-62
HI/S-575a
HI/S-956
JACKSON ST. W.
JACKSON
ST.
WEST
E-3
WESANFORD PL.
H/S-723a
CANADA ST.
HUNTER
STREET
WEST
E-3/S-802
HUNTER ST. W.
SOUTH
BOLD ST.
BOLD
STREET
DUKE ST.
DUKE
DE-3
DE-3/S-828a
QUEEN
STREET
BAY
ROBINSON ST.
ROBINSON
CAROLINE
CHARLTON AVE. W.
CHARLTON
DE-3
E/S-20a
HERKIMER ST.
HERKIMER
DE-3

1(BXiX9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 18
File No. TEC-239-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 256 Greencedar Drive -
Request for Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the south side of Greencedar Drive commencing at a point 150 feet east of Amalfi Street and extending to a point 20 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

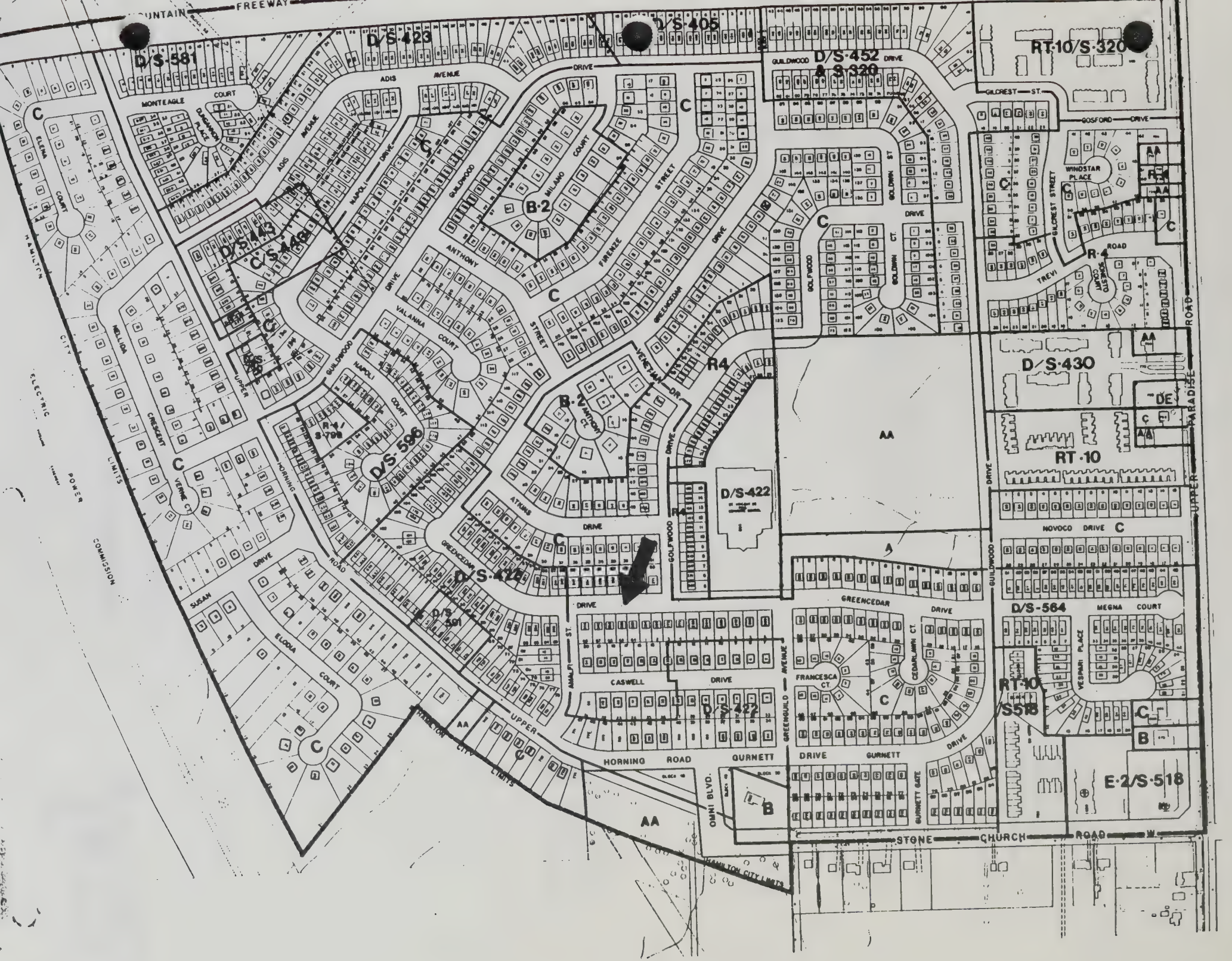
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Sharon Zolis, 256 Greencedar Drive, that a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the south side of Greencedar directly in front of her home since she is disabled and requires the use of Darts vehicles.

Greencedar has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation would result in the loss of only one legal on-street parking space between the hours of 8:00 a.m. to 5:00 p.m.. However, since the applicant has agreed to limit the hours of the regulation such that parking may occur after 5:00 p.m. each evening, staff does not anticipate any parking difficulties for area residents and concurs with the request.

SH/CVB/MBH/ab


D/S-581
D/S-423
D/S-405
D/S-452 & S-320
RT-10/S-320
D/S-430
RT-10
D/S-422
D/S-586
D/S-564
RT-10/S518
E-2/S-518
AA
B-2
R4
C
DRIVE
STREET
COURT
AVENUE
ROAD
HORNING ROAD
GURNETT DRIVE
STONE CHURCH ROAD W
GREENCEDAR DRIVE
GUILDWOOD DRIVE
GILCREST ST.
GOSFORD DRIVE
NOVOCO DRIVE
MEGNA COURT
VESPARI PLACE
WINOSTAR PLACE
CASWELL DRIVE
GURNETT GATE
OMNI BLVD.
HAMILTON CITY LIMITS
UPPER PARADISE ROAD
FREEWAY

1(B)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 19
File No. TEC-242-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

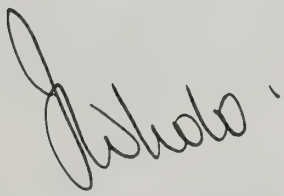
FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 336 Fairfield Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Fairfield Avenue North commencing at a point 191 feet south of Vansitmart Avenue and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Allan Walker, No. 336 Fairfield Avenue North.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Dorothy Walker that a reserved "Permit Parking" space be designated on the east side of Fairfield Avenue North in front of her home since her husband is disabled.

Fairfield has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy required, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Walker possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MBH/ab


KENILWORTH AVENUE
NORTH AVENUE
G-3
M.S. 837
CANNON STREET EAST
BARTON STREET
ARCHIBALD STREET
HARMONY AVENUE
COPE STREET
YAGINA AVENUE NORTH
WEIR STREET NORTH
FAIRFIELD AVENUE
PALING AVENUE
STRATHEARNE AVENUE
DUNSMURE ROAD
ROXBOROUGH AVENUE
BRITANNIA AVENUE
HOPE AVENUE
DIVISION STREET
VANSTMARY AVENUE
HARRISON AVENUE
MERRISON AVENUE
DUMBA AVENUE
CANADIAN NATIONAL RAILWAYS
H E P C

1(b)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 14
File No. TEC-235-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Sterling Street, North of King Street West
- Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the east side of Sterling Street commencing at a point 96 feet north of King Street West and extending to a point 20 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. There would be some loss of revenue associated with the removal of the parking meter.

BACKGROUND:

Staff has received a request from Jim Wildish of the Westdale United Church, 99 North Oval, that the first parking meter south of the alley onto Sterling be removed to improve visibility at this location.

Sterling has a 45 foot pavement width, and presently, there are two parking meters and a signal clearance on the east side of the street in this area. An investigation has confirmed that a vehicle parked at the meter in question, particularly a van or truck, does obstruct visibility for motorists entering Sterling from the alley to some degree. Therefore, staff concurs with the request and recommends that a "No Stopping" regulation be implemented in this area.

The implementation of the requested regulation will result in a loss of one metered parking space.

CVB/MBH/klk


AVENUE
DALEWOOD
STREET
STERLING
SHADY
CRESCENT
DROMORE
HADDON
AVENUE
SOUTH
WEST
CSX2661
CLINE
AVENUE
S
S-1041a
KING
BARCLAY
ARKELL
NORTH
AVENUE
NEWTON
PAISLEY
H/S-146
G
C

16(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 21
File No. TEC-243-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cochrane Road between Lawrence Road and Greenhill Avenue - Parking Regulations
Intersection of Stewartdale Avenue and Montrose Avenue - Intersection Control

RECOMMENDATION:

a) That northbound traffic on Stewartdale Avenue be required to stop for eastbound and westbound traffic on Montrose Avenue; and

b) That an "Alternate Side Parking" regulation be implemented on Cochrane Road between Lawrence Road and Greenhill Avenue such that parking is prohibited;

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

As a result of a recent public meeting, Alderman Fred Eisenberger has requested that an "Alternate Side Parking" regulation be implemented on Cochrane Road between Greenhill Avenue and Lawrence Road for a one year trial period.

Cochrane has a 32 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff does not object to the removal of parking from one side of this street and, therefore, concurs with the request for an "Alternate Side Parking" regulation. A representative of the Hamilton Street Railway has advised that their buses operate in a northbound direction only on Cochrane. Therefore, to improve transit operations on this street, it would be appropriate to prohibit parking on the east side of the street during the winter months under the proposed "Alternate Side Parking" regulation.

Also, a resident at this public meeting requested stop control at the intersection of Stewartdale and Montrose. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Stewartdale be required to stop for eastbound and westbound traffic on Montrose.

CVB/MBH/klk


LAWRENCE
ROAD
DE-2
DE
C
RT-10/3
'57
C/S-'57
DUNKIRK
DRIVE
SCOTIA
AVENUE
MONTROSE
DUNDONALD
DUMBARTON
GREENHILL
AVENUE
CRESCENT
COURT
ROSEDALE
CLOVERDALE
KENNEDY
ABERFOYLE
COCHRANE
HIXON
STREET
ROAD
RAILWAYS
H.E.P.C.
NATIONAL
CANADIAN
A
G

1(B)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 15
File No. TEC-237-95 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Walter Avenue North and Dunsmure Road - Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Walter Avenue North and Dunsmure Road, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1995 departmental operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

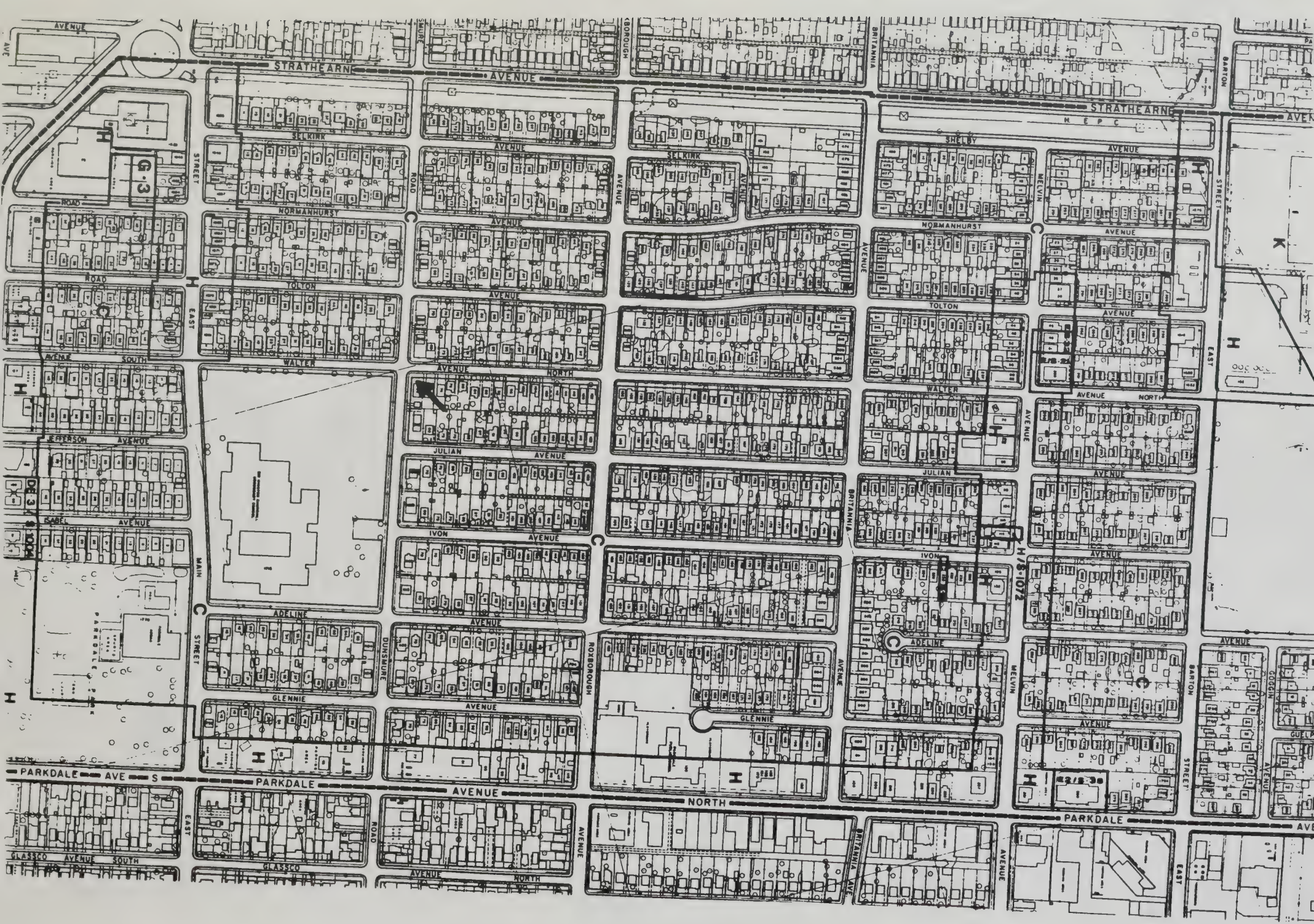
BACKGROUND:

Alderman Dave Wilson recently requested an investigation into the need for four-way stop control at the intersection of Dunsmure and Walter. Area residents have expressed concern regarding the speed and volume of traffic on Walter due to the traffic signal at Queenston and Walter. Presently, eastbound and westbound traffic on Dunsmure is required to stop for northbound and southbound traffic on Walter.

Records indicate that the subject intersection is averaging just over one collision per year in the last five years. This is a normal collision record for this type of intersection. However, it is concluded that the intersection of Dunsmure and Walter meets at least one of the criteria respecting the use of all direction stop control since it is immediately adjacent to an unfenced playground/park/recreation centre and is in close proximity to Sir Winston Churchill High School. Therefore, staff concurs with the request.

MH

MH/jd


STRATHEARN AVENUE
SELKIRK AVENUE
NORMANHURST AVENUE
TOLTON AVENUE
WALTER AVENUE
JULIAN AVENUE
IVON AVENUE
ADELINE AVENUE
GLENNIE AVENUE
PARKDALE AVENUE NORTH
PARKDALE AVE S
GLASSCO AVENUE SOUTH
GLASSCO AVENUE NORTH
ROSEBOROUGH AVENUE
DUNSMUIR ROAD
MAIN STREET
BRITANNIA AVENUE
MELVIN AVENUE
BARTON STREET
H1/8-1072

1(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 14
File No. TEC-233-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 275 Dunsmure Road - Amendment to a Residential Boulevard Parking Agreement

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 188611 to the property at No. 275 Dunsmure Road be amended, at the property owner's expense, to allow two vehicles to be parked on the City road allowance; and

b) That the City Solicitor be directed to process the documents in relation to the amendment of this agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner is required to pay $20.00 to the City annually for the insurance and administrative costs.

BACKGROUND:

In 1994, staff approved an application by the owner of the property at No. 275 Dunsmure Road to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1994 July 12.

The owner of the property has now requested that the existing agreement be amended to allow two vehicles to be parked partially on the City Boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, staff concurs with this request.

CVB/MBH/ab

c.c. P. Noe Johnson, City Solicitor

CANNON STREET EAST
CANNON
GAGE AVENUE SOUTH
NORTH AVE
HIGHLAND AVE
FAIRVIEW AVE
EAST BEND AVE
GLENDALE AVE
BELVIEW AVE
ROXBOROUGH AVE
KING
MORRIS AVE
SOUTH AVE
BELMONT AVE
KENSINGTON AVE
DUNSMURE ROAD
STREET
HILDA AVE
E-1/S-746
E-1/S-746a
E-1/S-746b
G-3/S-907 H/S-907
E/S-10
MAIN

1(B)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 20
File No. TEC-162-95 Author: H. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Addition of Brant Street, Birch Avenue to Sherman Avenue, to the City of Hamilton Truck Route System

RECOMMENDATION:

That Brant Street, Birch Avenue to Sherman Avenue, be added to the City of Hamilton Truck Route System as a full-time truck route, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds exist in the 1995 current budget for traffic sign installation to make the necessary signing changes to implement this regulation.

BACKGROUND:

The Truck Route Sub-Committee of the Transportation Services Committee of the Region met to discuss this item on 1995 April 10. While the Truck Route Sub-Committee is a Regional committee, it has historically dealt with both Regional and City truck route issues as changes to the City of Hamilton Truck Route System will impact on the Regional Truck Route System within Hamilton.

The Truck Route Sub-Committee considered a request from Mr. Frank Zechner, representing Philip Environmental, in regard to Brant Street between Birch and Sherman. The committee concurred with the staff recommendation, recommending that Brant Street between Birch and Sherman be added to the City of Hamilton truck route system, and that recommendation was supported by the Transportation Services Committee and Regional Council, and forwarded to the City for consideration.

The one block section of Brant Street between Birch Avenue and Sherman Avenue is abutted by Philip Environmental Inc. on the north side of the street and Slater Steel Inc. on the south side of the block. Previously, there were several residences fronting on this road section; they have since been demolished. Presently, all Philip Environmental trucks which come from Burlington Street are required to travel south on Birch Avenue (one-way southbound), then turn left at Barton Street (eastbound), then turn left again at Sherman Avenue (one-way northbound), to gain access to their facility.

The existing truck route requires all Philip Environmental trucks to turn left at the signalized intersection of Birch Avenue and Barton Street directly in front of Gibson Avenue Elementary School. This intersection presently operates with a collision rate which is 30% worse than the Regional average. There have been 11 collisions involving pedestrians between 1989 and 1994 at Birch and Barton. By designating Brant Street between Birch Avenue and Sherman Avenue as an official truck route, the Philip Environmental vehicles could avoid using this intersection.

A field observation has confirmed a high number of trucks presently illegally using Brant Street between Birch Avenue and Sherman Avenue as a short cut to the main entrance of Philip's waste transfer facility located on Sherman Avenue.

The addition of the easterly section of Brant Street to the truck route system would improve the continuity of the truck route system.

For these reasons, it is recommended that Brant Street between Birch Avenue and Sherman Avenue be added to the truck route system as a full-time truck route.

HLS/klk


Catharine St.
Service Rd.
Ave
Burlington
St.
Industrial
Birmingham
Depew
Beach
Biggar
Landsdowne
Barton
St.
Brant St
Ave
Ferrie
Shaw
Birge
Mary St.
Ferguson
St
Ave.
St.
Birch
Ave.
Wentworth
Ave
Lottridge
Ave.
Garfield Ave
Sherman
Sanford
Wellington
Victoria
St.
Wilson
John
Blvd.
King
Main
Ottawa
Gage
Stinson St.
Young St.
James
Arkledun Ave
Joseph's
Dr.
Concession
St.
Fennell
Ave

1(B)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Local Improvement By-Law
Construction of an Independent Concrete Curb
on the south side of Glenfern Avenue from
Mountain Avenue to approximately 32m easterly
(flankage of 61 Mountain Avenue)

RECOMMENDATION:

That the attached By-law be enacted to authorize construction of local improvements of an independent concrete curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32m easterly (flankage of 61 Mountain Avenue).

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Construction of this curb as a Local Improvement was authorized by Council on 1995 August 29, in adopting Item 3 of the 10th Report of the Transport & Environment Committee and Item 14 of the 19th Report of the Finance and Administration Committee. Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, the City is entitled to enact this by-law to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached by-law is in a form satisfactory to the City Solicitor.

RPM/gs
Attach.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

To Authorize:

1. The construction as a local improvement an independent concrete curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32m easterly (flankage of 61 Mountain Avenue), (as described in Schedule "A") upon the petition of the abutting owners pursuant to section 11 of The Local Improvement Act;

2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;

3. The preparation of plans, specifications and reports and the supervision of construction of the said works by the Commissioner of Public Works and Traffic.

WHEREAS a petition for the works hereinafter described to be constructed as local improvements has been lodged with the Clerk pursuant to sections 7 and 11 of the Local Improvement Act, R.S.O. 1990, c.L26;

AND WHEREAS at least two thirds of the owners directly abutting the proposed works, representing at least one-half of the value of the lots liable to be specially assessed, have signed and lodged the said petition with the Clerk for presentation to Council for the City to undertake the said works as local improvements;

AND WHEREAS the City Clerk has, as required by the Local Improvement Act, issued his certificate that the said petition sufficiently meets the minimum requirements of the Local Improvement Act;

AND WHEREAS when Council is presented with a sufficiently signed petition for a work, The Local Improvement Act provides that Council may pass a by-law to undertake the works as a local improvement;

AND WHEREAS the Council of The Corporation of the City of Hamilton did decide (in adopting Item 3 of the 10th Report of the Transport & Environment Committee on August 29, 1995) to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements pursuant to the petition received from the abutting owners;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 14 of the 19th Report of the Finance & Administration Committee on August 29, 1995 to authorize that the Corporation's portion of the cost of the proposed works be paid out of current revenues;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and, pending payment in full by the abutting owners of the special assessment provided for below, to finance the abutting owners' portion of the costs by borrowing such funds, through the Region's issuance of debentures;

AND WHEREAS the Regional Municipalities Act, (R.S.O. 1990, c.R.8,sec.11) provides that "no area municipality has power to issue debentures", and that Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, (R.S.O.1990,c.O.28,sec.65), states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained.

AND WHEREAS the Local Improvement Act (sec.53(7)) states that the amount of monies borrowed to respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, (R.S.O.1990,c.M.45), establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvements works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the following described works may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $2,900.00.

The construction of an independent concrete curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32m easterly (flankage of 61 Mountain Avenue) at the cost not exceeding those set out below:

City's portion of the cost	$2,263.00
Owners' portion of the cost	637.00
Total Estimated cost of the works	$2,900.00
Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	$ 72.00

2. The portion of the estimated costs of the said works in the amount of $637.00 shall be borne by the owners of the lands abutting directly on the works and the said estimated cost per metre shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the costs referred to in Section 2, the said portion shall be financed by the issue of debentures (subject to the terms listed below) by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton;

   (a) to the extent sufficient to provide an amount not exceeding $637.00, and,

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Public Works and Traffic is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City, all contracts necessary for the construction of the works.

PASSED this day of ,A.D. 1995.

CITY CLERK MAYOR

(1995) 10 R.T.E.C.3,August 29
(1995) 19 R.F.A.C.14,August 29

SCHEDULE "A"

The construction of an independent concrete curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32m easterly (flankage of 61 Mountain Avenue) at the costs not exceeding those set out below:

City's Share	$2,263.00
Owners' Share	637.00
TOTAL ESTIMATED COST	$2,900.00
Estimated Cost per metre frontage	$72.00

Fifteen (15) annual instalments

1(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 21
E220-0201 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

To incorporate certain City land into City streets by By-Law. (R-95-53)

RECOMMENDATION:

a) That the following City land be incorporated into certain streets:

Bordeaux Court	Part 1	Plan 62R-13532
Upper Paradise Road	Block 69	Plan 62M-747

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Bordeaux Court	Part Block 16, Plan 62M-664, designated as Part 1, Plan 62R-13532	N/A	To develop the street to its full width	E220-0201
Upper Paradise Road	All Block 69, 62M-747	N/A	To provide legal access to Highridge South - Phase #2, Plan 62M-768	S708-68

---

cb:GM/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 1, PLAN 62R-13532
INTO BORDEAUX COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Bordeaux Court within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Bordeaux Court.

Part Block 16, Plan 62M-664, designated as Part 1, on Plan 62R-13532.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 69, PLAN 62M-747
INTO UPPER PARADISE ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Upper Paradise Road within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Paradise Road.

All Block 69, Plan 62M-747.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

4. By-Law 95-153 is hereby rescinded.

PASSED this day of A.D. 1995

City Clerk

Mayor

CITY OF HAMILTON

- RECOMMENDATION -

1(c)(iii)

DATE: 1995 September 22
S701-73 E. Chajka/P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: **1995 Expenditures Related to Subdivisions (R-95-59)**

RECOMMENDATION:

That the City's share of $18,000 for the detailed storm water Management Study for the Albion Mills Subdivision be increased to $28,000. in order to also provide an Environmental Impact Statement to determine the impact of development in the Albion Falls Neighbourhood and the immediate area and that the the Finance and Administration Committee recommend the source of funding for the additional $10,000.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated costs of the City's share of the Environmental Impact Statement is $28,000. The total estimated cost of the study is now $40,000., of which $12,000. is being contributed by the subdivider.

Cont'd...

1995 Expenditures Related to Subdivisions

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS (Cont'd)

The City's share of costs ($28,000.) is associated with the Environmental Impact Statement for the Albion Mills Estates subdivision and the surrounding area, including lands to the south known as Redhill Vista subdivision.

The City's share, for the study is fully recoverable from the proceeds of the sale of City lands for Albion Mills Estates.

BACKGROUND:

At its meeting of 1995 July 11 City Council approved the City's share of $18,000. for a Detailed storm water Management study in connection with the development of City owned lands in the Albion Falls Neighbourhood.

The development of "Albion Mills Estates", the City owned lands will also require the completion of an Environmental Impact Statement, (E.I.S.). As components of both the E.I.S. and the Stormwater Management Study require similar work activities to be conducted, it is more cost effective and efficient to complete both studies in one instead of duplication the work in the future.

Regional staff have retained the services of Philips Planning and Engineering Limited to conduct the Environmental Assessment Study, who have provided an estimate of $40,000. to complete the required study. An amount of $12,000. of the cost is being contributed by the subdivider.

The City's share of the cost of the study is recoverable from the proceeds of the sale of the lands.

EPC/ps

cc: A.C. Ross, City Treasury Department, Att: D. Cobb
cc: M. Watson, Real Estate Division, City Property Department
cc: Alderman D. Ross, Chairman, Finance & Administration Committee
cc: S. Reeder, Secretary, Finance & Administration Committee

CITY OF HAMILTON

- RECOMMENDATION -

1(c)(iii)

DATE: 1995 September 20
T103-37 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
World Curling Championships
(R-95-58)

RECOMMENDATION:

That the application of the World Curling Championships organization to display a promotional banner across Main Street West in front of City Hall from March 25, 1996 to April 1, 1996, with the message "Welcome World Curling - March 23-31, 1996", be approved.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from the World Curling Championships organization to hang a promotional banner over Main Street West in front of City Hall from March 25, 1996 to April 1, 1996.

The policy guidelines and conditions as approved by Council on October 29, 1985 and January 13, 1987 will apply to this application.

It is the policy of the Committee to review the applications of first time users of the banner poles prior to approval of their request.

MJP:
cc: D. Lobo, Commissioner of Public Works and Traffic

1 (d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 27

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Disposal Management of Canada - Amendment of Contract for the Collection of Bulk Garbage**

RECOMMENDATION:

(a) That the City Solicitor be authorized to amend paragraph 8 of the Contract between the City and Disposal Management of Canada Inc. to allow the Contract security to take the form of a lien under the Personal Property Security Act.

(b) That Disposal Management of Canada Inc. be required to place the lien on two previously unliened trucks and have their lawyer certify to the City that the City has good and valid first liens on each vehicle totalling $81,833.17.

(c) That the amount of the lien on each vehicle not exceed seventy-five percent of the vehicle's value.

(d) That if the value of the liened vehicle becomes less than the amount of the lien on the vehicle, Disposal Management of Canada Inc. shall be required to give the City a new lien on another vehicle to maintain the City's security.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See below.

BACKGROUND:

Council, on April 14, 1992, in adopting Section 25 of the 5th Report of the Transport and Environment Committee, authorized a five year Contract with Disposal Management of Canada Inc. (the Contractor) for the collection of bulk garbage. The Contract requires the Contractor to provide performance security through a Bond, a Letter of Credit or cash. The security is to be 50% of the annual rate for the Contract. The Contract annual rate is tied to increases in the Consumer Price Index. The City received a Bond for the first two years of the Contract. Recently the Contractor's insurance broker has stated that they cannot obtain a Performance Bond. The Company has indicated that they cannot offer the City a Letter of Credit.

The Company has offered to give the City a lien under the Personal Property Security Act for the amount of the performance security on two of its vehicles which do not have liens. The amount of the security for the 1996 Contract rate would be $81,833.17.

DISCUSSION:

The City normally only accepts a Bond, a Letter of Credit or cash as performance security. These types of security are easy to call upon if the Contractor is in default.

The use of a lien under the Personal Property Security Act, as offered by the Contractor, is usually done as security for loans on a vehicle or to provide security for a loan to the Contractor. If the Contractor was in breach of the Contract, the City would have to take possession of the trucks and sell the trucks. This form of security is less liquid than the usual forms of security. The use of this form of security could involve greater risks to the City in obtaining the possession of the trucks and dealing with any of the other creditors of the Contractor. Even if the City has a first lien under the Provincial Personal Property Security Act, there could be disputes over the priority of other creditors under other Provincial and Federal Acts.

The Contractor's request is also unique as it will require a change to the existing Contract terms. Under the terms of the existing Contract this form of security is not allowed. Given that the Contractor has indicated that he cannot give the City the Contract security, the Committee and Council have to decide whether to accept the Contractor's offer or to declare the Contractor in breach of the requirement to obtain the security. If the Contractor is found in breach, the City can re-tender the Contract. A re-tendering of the Contract could lead to a service disruption.

The Public Works Department has been satisfied with the performance of the Contractor and recommends accepting the Contractor's proposal.

It is recommended that the Contractor's lawyer be required to certify to the City that the lien has been placed on the vehicles. It is normal for the debtor's lawyer to certify this to a creditor.

PNJ/LEF:as
\CONT\DISPOSAL.REC

1(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 27

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

REPORTS
TRANSPORTATION AND ENVIRONMENT
COMMITTEE

Date	From	Subject	Date
1995 September 12	Commissioner of Public Works and Traffic	Departmental Quarterly Report as at 1995 June 30	1995 September 19
1995 September 13	Commissioner of Public Works and Traffic	Departmental Quarterly Report as at 1995 June 30	1995 September 19
1995 August	Ontario Good Roads Association	Municipal Routes Bulletin	1995 September 19

Kevin C. Christenson, Secretary
1995 October 2nd


ACCO USA
WHEELING, ILLINOIS 60090
25071
0 50505 25071 4
BLACK/NOIR/NEGRO
70% RECYCLED FIBRE 50% POST-CONSUMER
FIBRE RECYCLE 50% DECHETS DE CONSOMMATION
70% FIBRA RECICLADA 50% DESPUES DE CONSUMIR

HAMILTON PUBLIC LIBRARY
3 2022 21334437 3